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The New-York Times.

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HEARN

22, 24, 26, and 30 West Fourteenth St.

Friday, as Usual, Bargain Day.

THE LAST FRIDAY
of the
CHALLENGE SALE
It will be
A Day of Wonderful Offerings.

Upholstery

Extraordinary sale of
Scotch and Nottingham Lace Curtains
beginning with

500 pair At Seventy-nine cents
3½ yards long—60 inches wide—triple thread
worth just double!

At 98 cents.......3½ yard Curtains.......worth 2.00
At 1.49...........3½ yard Curtains.......worth 2.50
At 1.98...........3½ yard Curtains.......worth 4.00
At 2.98...........4 yard Curtains.......worth 5.00
At 3.98...........4 yard Curtains.......worth 6.00

Twenty styles and more at each price quoted!

Irish Point and Tambour Curtains,
finest mesh—closest work—
as follows:—

11.98 and 14.98	were $17.00 and $22.00
7.98 and 9.98	were 12.00 and 16.00
4.98 and 6.98	were 8.00 and 10.00
2.98 and 3.98	were 6.00 and 8.00

Sash Nets to match 29 cts. to $1.00.
Worth Double.

At FOUR NINETY-EIGHT
Satin Stripe Curtains—damask effects—reversible, best colors..........worth seven fifty.

AT SAME PRICE
HANDSOME CHENILLE PORTIERES
best quality..........best colors............best styles

Five hundred pieces
Fancy China Silks.

Elegant styles	32-inch	39 cents
Choicest colors—bordered—40-inch		79 cents

The latter are full wide for Curtains, and are very desirable for all kinds of draperies—a width only to be found in our stores.

Chenille Table Covers

Yard Square	worth 1.19	79 cents
1½ yards	double tassel fringe	1.49

Turkish Rugs and Runners
Three to nine feet long 2.98 to 19.98
Worth Five to Forty dollars.

Art Squares—all wool

9x7,	4.98; were 6.98	9x12,	7.49; were 10.49
9x9,	5.49; were 8.49	9x13,	8.49; were 12.49
9x10,	6.49; were 9.49	9x15,	9.49; were 13.49

All the above will measure FULLY sizes named.
Many will measure more.
Larger sizes at equal reductions.

Dress Goods.

At Twelve cents and a half.
Fancy Wool Cashmeres—all colors..........were 22

At Fourteen cents and a half.
42-inch Wool Chevrons..........................were 30

At Twenty-five cents.
Fancy Shaded Suitings—all colors............were 40
Also Wool Plaids and Checks—best colors.

At Twenty-nine cents.
Stripes, Plaids, and All-Wool Serges.........were 50

At Fifty-nine cents.
Fine French Henriettas—choice colors—44 inch
Worth a dollar.

At Thirty-nine cents.
All-Wool Debeiges, Cashmeres, and Diagonals.

At Sixty-four cents.
Plain and Fancy Tailor Suitings—52 inch
Worth 1.00

Closing Sale of Ladies' Underwear.

At 9 cents....Corset covers....................all sizes
At 19 cents....Cambric Corset Covers....emb'y trim
At 29 cents....Cambric Corset Covers..square neck
At 27 cents....Tucked Drawers...............full ruffle
At 27 cents....Fine Chemises.............ruffled edge
At 44 cents....Night Dresses..........tucks and ruffle
At 49 cents....Fancy Yoke Gowns......double back

Closing Sale of China Silk Underwear.

All colors, elaborately trimmed with deep laces, beading, and insertings.

Drawers,	98c and 1.98	were $3 and $5
Chemises,	1.98 and 2.98	were 5 and 9
Gowns,	4.98 and 9.98	were 10 and 25

The majority of the Gowns have double jabots of lace down front and deep lace ruffles on skirt.
They will be found in Underwear Department.

AT TWENTY-NINE CENTS
Plaited White Waists..............were 75c and 1.00

At NINETY-EIGHT CENTS
Fine White Waists—finest emb'y..were 3.00 and 4.00

Best Sheetings.

White.		Brown.	
10-4	19½c	10-4	18½c
9-4	18½c	9-4	17½c
8-4	17½c	8-4	15½c
7-4	15½c	7-4	13½c
6-4	13½c	6-5	12½c
5-4	10½c	5-4	9½c

Muslin Sheets.	Best Quality.
Ten-quarter,	Fifty-nine cents
Nine-quarter,	Fifty-five cents
Eight-quarter,	Forty-nine cents
Seven-quarter,	Forty-five cents
Six-quarter,	Thirty-nine cents

Pillow Cases.
14x36 17 cents 45x36 15 cents

THE GREATEST VALUES IN
Blankets and Comfortables
known for many a day!

AT TWO NINETY-EIGHT
Scarlet College Blankets all wool

AT THREE TWENTY-NINE
11-4 White Wool Damask Borders, value 5.50

At 2.98; 10-4 White—strictly all wool,	value	4.50
At 3.98; 11-4 White—strictly all wool,	value	6.00
At 4.98; 12-4 White—strictly all wool,	value	7.00
At 1.98; 10-4 Fine Gray Wool,	value	3.00
At 2.49; 11-4 Fine Gray Wool,	value	4.25
At 3.98; 11-4 California Fancy Gray,	value	6.00
At 3.98; 11-4 All-Wool Scarlet,	value	6.00
At 5.98; 12-4 All-Wool Scarlet,	value	9.00
At 4.98; 10-4 Fine Scarlet California,	value	7.50
At 5.98; 11-4 Fine Scarlet California,	value	9.50
At 49c; 10-4 White and Gray Blankets,	value	98
At 98c; 10-4 White Blankets,	value	1.50
At 79c; Full Size White Crochet Quilts,	were	1.50
At 98c; Extra Heavy—Marseilles designs,	were	1.50
At 1.25; Extra Large Crochet Quilts,	were	2.00
At 1.25; Pink and Blue Mitcheline,	were	1.89
At 1.95; Heavy Raised White Marseilles,	were	3.00
At 1.25; Fancy Sateen Comfortables,	were	2.00

Full list of specialties can be obtained at entrance of our stores.......All as advertised.......Ushers will give every desired information.

DEPOSITORS WILL BE HEARD

ASTOUNDING FACTS ABOUT THE COMMERCIAL BANK.

OFFICERS CANNOT EXPLAIN THEM AWAY

Consternation Caused by the Disclosures from the Books Made by The Times.

RESUMPTION SCHEME A FARCE.

Sarcasm in the Report of the Depositors' Committee of Its Interview with President Keeney—Responsibility of Directors Insisted on by Mr. Graves—Preliminary Steps Taken to Retain William J. Gaynor to Act for Those Whose Money Is in the Wrecked Institution—Cashier Vail Can't See Why His Notes Should Not Have Been Discounted—Superintendent Preston's Defense.

The startling disclosures in The New-York Times showing how large sums of money were advanced to the cashier and some of the Directors of the wrecked Commercial Bank of Brooklyn on their own discounted notes, some of which have already gone to protest, were read by the depositors yesterday with profound surprise and interest.

The news that two of the Directors owed the bank between them over $60,000 at the time of the failure and that there was over $100,000 of outstanding discounted notes of Paul C. Grening aroused many strongly-expressed comments on the reckless mismanagement of the Commercial and the waste of the depositors' money.

Astonishment was expressed at the appearance of ex-Sheriff Albert Daggett's paper among the so-called securities of the bank, and the opinion was freely expressed among depositors that only by recourse to criminal proceedings could their rights be fully established and vindicated.

Sixty of the depositors met in Haviland Hall, Classon and Greene Avenues, Brooklyn, last night to hear the report of the committee of five which was appointed to visit the Directors and learn if they had a plan for resumption and also to examine into the real condition of the bank.

Chairman Drant of the committee related the experiences of the committee with Receiver Dykman and President Keeney. He reported the plan of resumption offered by President Keeney, and published yesterday in The New-York Times.

"The conference with the President ended with your committee asking Lawyer Barnett," said Mr. Drant, "what report they could make as to plans for resumption to the depositors at to-night's meeting. They were advised to report 'progress.' In other words, plans for the bank's resuming business are not one jot further advanced than they were on the 12th day of last August. Additional comment on this head is unnecessary. Depositors must form their own opinions as to the value of the newspaper talks about resumption appearing during the past three or four weeks."

Chairman Drant told the depositors what had been revealed by the examination of the receiver's list of discounted notes.

"If we wait till the receiver declares a dividend," said Col. D. T. Lynch, "we will get very little money.

"The affairs of this bank are terribly rotten. Talk about Gen. Claassen being sent to prison for wrecking a bank! That was nothing compared to this. I don't believe a case of bank wrecking was ever heard of that would compare with this. We depositors have nothing left."

"Prosecute the Directors," said a voice in the rear of the hall.

Lawyer Horace Graves told the depositors what were the liabilities of the officers of the Commercial under the criminal law.

"It may be assumed," said Mr. Graves, "that an expert examination of the Commercial will show that the bank has been insolvent for at least three years. That conclusion is safely warranted by our present knowledge. The Superintendent of Banks, Mr. Preston, ingenuously informs us that he has been criticising the solvency of the bank for three years, but that his conclusions were parried by the assurances of the Directors, which he seems to have accepted, instead of sifting the condition of the bank.

"If the Superintendent's statement were capable of another construction than that which I have put upon it, such a construction would be met by the worthlessness of a great part of the securities held by the bank in the shape of discounted notes. The indebtedness which is represented by those notes is more than three years old, and exceeds the sum of the capital of the bank and the surplus.

"That inference of chronic insolvency is, moreover, supported by the declaration of the President of the bank that the present embarrassment is the outcome of the former management, and that there have been no considerable losses during his administration.

"If there have been no losses for three years, and the bank is now insolvent, the insolvency must have been of three years' standing. A falling off in deposits ought not to occasion insolvency, and does not account for the astonishing deficiency, which every announcement of the condition of the bank appears to be increasing.

"That insolvency must have been known to the Directors, unless they were grossly negligent of their duty. They claim that the cashier was the author of the embarrassment; that the bank was under the domination of the cashier; that he was slow to release his hold on the affairs; that only as the control was wrested from him the true condition was discovered, and that he deluded them into making and swearing to false reports of solvency, liabilities, and losses.

"The cashier ought not to have been for one moment an obstacle to ascertaining the condition of the bank nor to correct management. He was the employe of the Directors and, if he obstructed them in investigations or management, he could have been instantly discharged.

"Instead of relieving themselves of so great an incumbrance, they retained the cashier for those three years down to the moment when the bank closed.

"The losses, then, which the depositors may suffer are attributable to the negligence of the Directors, and also, in a great degree, to a gross neglect of duty on the part of the Superintendent of Banks. In addition to that negligence, there has very recently been a very suspicious manipulation of assets by which much of the property of the bank has suddenly disappeared, although I do not credit the charge that the cashier, without authority, sent over to New-York bonds of the value of $25,000, which had been left in the bank on special deposit. That conduct is quite inconsistent with my knowledge of the cashier and appears to me to have been made in order that the accusation may serve as a basis for legal proceedings to recover that sum as a preference over the depositors, but that is without any foundation.

"The Directors, under the circumstances that have been referred to, are individually liable for any loss of the deposits. The loss has occurred, or is likely to occur, if it has not already occurred, in consequence of the neglect of the Directors to exercise that ordinary care which the law expects of them. They cannot shield themselves by pleading ignorance of the business when their lack of knowledge is the result of gross inattention.

"Again, the continuance of business after evident insolvency renders them as fully liable as if they had intended to defraud every depositor when the deposits were made. It is fraudulent, in the eye of the law, for a bank to take money which its Directors know it will not be able to repay.

"The Directors are also liable in consequence of the false reports which they allowed to go forth as a true representation of the condition of the bank. The depositors relied on those reports when they intrusted their money to the bank, and the Directors must respond to the consequences of that false representation. They have intensified their liability by declaring dividends from an insolvent institution. It is possible that those dividends may be recovered from the shareholders. It is not improbable that the neglect of the Superintendent of Banks has rendered him and his bondsmen liable through neglect of his duty."

"I am satisfied," said Mr. Haviland, "that the Directors of that bank have carried on business for several years in direct violation of the law. I believe that the Directors now realize their criminal liability, and will put the bank on its feet and pay dollar for dollar rather than risk the consequences of their acts."

Mr. Haviland announced that he had taken preliminary steps to employ William J. Gaynor to protect depositors' interests.

There was applause at mention of Mr. Gaynor's name.

Mr. Haviland read to the depositors a list of the names of the stockholders of the Commercial Bank. "I won't tell you where I got them," he said.

The list is as follows:

	Shares.		Shares.
J. Binns	210	H. H. Schoonmaker	5
H. F. Burroughs	10	Mary E. Smith	10
K. Burton	10	P. C. Farr	10
J. H. Beers	5	F. C. Vrooman	35
F. D. Barker	5	F. F. Volckening	5
D. Barnett	10	G. J. Volckening, Jr.	30
Elizabeth Binns	10	Director G. Wilson	50
Director D. W. Binns	27	R. H. Watkins	60
Catharine Baird	29	D. S. Beasley	2
Louisa H. Boger	27	H. Knebel	5
J. Cole	10	President S. L. Keeney	60
J. Clarke	15		
W. Conselyea	10	M. Kessel	15
Hannah P. Christmas	20	Bertha Kolb	15
		F. W. Lenken	10
H. Coffin	74	M. Lamm	5
S. L. Crawford	10	Director J. Locke	47
W. H. Crawford	10	Susan N. Lane	2
Mary A. Doughty	7	B. T. Lynch	10
C. M. Davison	10	Cordelia E. Lindsey	15
C. Ecklekamp	6	Cathar'e J. Ludlam	7
Director R. Gill	100	W. H. Ludlam	7
Kate Henderson	21	M. Levy	10
J. F. Hawkins	3	Est. A. E. Layton	14
Addie J. Hawkins	3	O. McNally	5
J. E. Hawkins	4	Director G. Malcom	35
R. S. Hobbs	22	Max May	1
Salina Hudson	34	John Mollenhauer	10
A. J. Jagger	3	Henry May	10
L. H. Irwin	30	W. J. Northridge	50
C. F. Rappelyea	15	M. T. Nevill	1
Director J. H. Rowland	182	Nassau Fire Ins. Co.	16
		H. D. Osborn	10
D. Smith	15	J. G. Price	15
D. Y. Saxtan	10	Mary E. Phillips	2
C. Schmidt	2	Sarah M. Phillips	2
Director E. Snedeker	77	Phenix Ins. Co.	80
		R. G. Phelps	12
J. N. Smith	10	Dir'tr R. Ressegule	50
J. J. Studwell	25		

Mr. Haviland read this reply of the State Superintendent of Banking to the protest against Receiver Dykman and the application for an associate receiver:

ALBANY, Sept. 5, 1893.

C. AUGUSTUS HAVILAND: There was nothing to criticise in the matter of making application for the appointment of receiver before Judge Barnard in the Commercial Bank case, because the Attorney General could have applied in his own district had he desired to do so. He went to Poughkeepsie partly for his own convenience and partly for the convenience of others. The depositors are never notified in such cases, as the law makes no provision for giving any one notice except the bank.

I consented to the appointment of Mr. Dykman because I believed him to be a perfectly competent man for the place, and I understood there was no opposition to him from any quarter. As to the matter of another associate receiver, I would say, so far as I am concerned, I have relinquished all interest in the bank to the receiver, and therefore have nothing further to do or say about it, the matter being entirely under the control of the Supreme Court. CHARLES M. PRESTON.

The depositors resolved to continue the committee of five, and adjourned to meet next Thursday night at Haviland Hall.

Receiver Dykman will appear in the Supreme Court Monday jointly with Deputy Attorney General Hogan in connection with the order to show cause why certain moneys and checks in the bank, left there for collection, should not be turned over to the owners.

The committee of five will ask the Deputy Attorney General at some time to apply for an associate receiver.

It appears from the list of stockholders that the Directors own in the aggregate 628 shares, slightly over one-third of the entire number of shares, there being 1,800 shares, par value, $60 per share.

According to the sworn report of the officers, on March 13, this year, the undivided profits of the Commercial Bank then amounted to $106,895.48.

President Keeney yesterday made an explanation in regard to some of the disclosures in The New-York Times. He said the notes of Directors Gill and Snedeker grew out of their connection with the investments of G. L. Hassell. Both Directors, Mr. Keeney said, were good for the money. In relation to the discounted notes of Cashier Vail, Mr. Keeney said when he became President of the Commercial Mr. Vail owed the bank $8,000, his indebtedness since then having been gradually reduced to $4,185.

Concerning the discounted notes of Paul C. Grening, President Keeney said the bank held second mortgages on 220,000 of Grening's lots in the Seventeenth Ward of Brooklyn, valued at from $160,000 to $220,000. Dr. Cornelius N. Hoagland, Mr. Keeney said, held a first mortgage on the lots for $30,000.

Cashier Vail, in explanation of his own discounted notes, said it was not unusual for the cashier of a bank to get loans on personal notes from his bank.

Receiver Dykman gave out the news yesterday that he had received from the Bank of New-York the surplus of the $314,000 in notes taken by it to cover the debt of $49,000 owed to it by the Commercial at the time of the failure.

A search of the records in the Kings County Register's office yesterday failed to disclose any mortgages from Paul C. Grening to the Commercial Bank between Jan. 1, 1888, and the present time. The discounts and overdrafts of Grening are alleged by the officers of the bank to have occurred in 1888.

Richard M. Hooley Dying.

CHICAGO, Sept. 7.—Richard M. Hooley, the veteran theatrical man, is very ill of cancer of the liver. He has been confined to his home, on the north side of the city, for some time.

To-day the physicians announced that it was only a question of time when he would pass away. At one time to-day he was believed to be near the end, and it is only by the aid of powerful medicines that his life is prolonged.

He cannot live for many days, and it may be that a few hours will number the period of his existence.

Visitors to New-York will find the Madison Avenue Hotel, 58th St. and Madison Av., fully equal to their requirements; moderate terms.—*Adv.*

SOON REPENTED THE MARRIAGE.

Mrs. Hunt Married Capt. Washburne Tuesday and Left Him Wednesday.

JERSEY CITY, N. J., Sept. 7.—Marriage, followed by a separation in haste, has been the experience of a resident of this city. Mrs. George H. Hunt, a widow, kept a cigar store at 580 Newark Avenue that she inherited from her dead husband. Among the customers was Capt. Charles F. Washburne, who claimed to be the Captain of the ship Rising Sun, plying between New-York and India, and in which the father of President Low of Columbia College is said to have held stock.

Capt. Washburne had been acquainted with Mr. Hunt, and after his death he courted the widow, and they became engaged. She sold her store and, with her son, went to board at 226 Belmont Avenue. Tuesday evening Capt. Washburne and Mrs. Hunt were married, and, after a brief reception, the bridegroom invited the bride to a hotel in New-York, where he said he would present her to his friends.

When they reached the hotel there were no friends on hand. Capt. Washburne went out to find them, and returned under the influence of liquor. His bride said she would return home, but he persuaded her to go to his hotel at Cortlandt and Washington Streets, where she remained until Wednesday. Then her son took her home. Capt. Washburne told his landlord he was going to bring his vessel up the bay, and went out, but had not returned last evening.

MAY REVIVE THE TWEED SCANDAL.

Ex-Senator Creamer Begins a Suit Against "Dick" Connolly's Daughter.

Ex-Senator Thomas J. Creamer has begun a mysterious suit for $100,000 against Mrs. Fannie B. Fithian, one of the daughters of "Dick" Connolly, who was Tweed's Controller.

The suit is for legal services rendered and expenses incurred in behalf of Robert C. Hutchings, better known as "Bob" Hutchings, "Dick" Connolly's son-in-law, who was Surrogate in the Tweed days. Hutchings afterward became insane. He died some time ago.

The nature of the services performed by Mr. Creamer does not appear in the papers filed in court. He simply avers that Mrs. Fithian, with Mary I. Hutchings, the widow of "Bob," and J. Townsend Connolly, a son of the Controller, promised to pay him for his services. As Mrs. Fithian is the most responsible of the three, he brings action against her.

Mrs. Fithian is in Vevey, Switzerland, preparing to undergo a surgical operation. Her lawyers, Bartlett, Wilson & Hayden of 48 Wall Street, yesterday obtained an order from Judge Ingraham of the Supreme Court for the appointment of a commission to take her testimony. The Judge appointed Samuel Morse, the United States Consul General at Paris, and Clyde Shropshire, the Vice-Consul, as Commissioners.

Mr. Wilson denied that Mrs. Fithian had any contract with Mr. Creamer. He declined to reveal the nature of the services the ex-Senator had rendered. It is understood, however, that the claim is the outgrowth of the Tweed matters, and that Mrs. Fithian is disinclined to have it revived because of the necessary scandal that will be raked up regarding her father and brother-in-law.

MR. QUINCY HAS RESIGNED.

Leaves the State Department to Lead His Party in Massachusetts.

WASHINGTON, Sept. 7.—All of the rumors about Assistant Secretary of State Quincy are set at rest. Mr. Quincy this afternoon sent his resignation to the President, and it was accepted. He will leave for Boston at once, and will devote his attention to the cause of the Democratic Party in that State.

When he took the office of Assistant Secretary of State he had no intention of remaining at the capital permanently. Desiring to see the Consular Service improved, and believing that by the exercise of care in the selection of the men to promote our business relations abroad a good public work might be performed, he has undertaken to fill some of the more important posts with persons selected with reference to their qualifications. It is believed that, so far as he has had opportunity, he has acquitted himself so well that he has merited the thanks of the country.

If he has not always been as rapid in making appointments as the applicants thought he should have been, that is a feeling common to all office seekers who do not get offices, under all administrations.

By those who have managed to make Mr. Quincy's acquaintance since he came here he is described as not lacking in genial qualities, as being entirely straightforward, and as having been a pattern of industry to all his associates in office. Secretary Gresham will miss his help and companionship keenly.

STRICKEN WITH APOPLEXY.

Milan, Ex-King of Servia, Lying in a Critical Condition.

BELGRADE, Sept. 7.—Ex-King Milan was stricken with apoplexy to-day. He now lies in a critical condition.

A World's Fair Official Missing.

CHICAGO, Sept. 7.—Major Schreiner, in charge of the United States Government postal exhibit at the World's Fair, has been missing since Monday last. Major Schreiner has served twenty years in the United States Army. He is well known in the society of Washington. He is fifty years old, has gray hair, and a military mustache of the same color. He was dressed in a dark suit of clothes when last seen, patent leather shoes, and wore a dark derby hat.

Henry C. Payne Stricken with Apoplexy.

MILWAUKEE, Wis., Sept. 7.—Henry C. Payne, one of the receivers of the Northern Pacific, was stricken with apoplexy this afternoon while on a Chicago, Milwaukee and St. Paul train at Western Union Junction. He was brought to this city.

Only $18 to Chicago and Return via Picturesque Erie Lines.
Special excursion trains leave New-York, Chambers St., 10:15 A. M., Sept. 12, 20, and 30; arrive Chicago 4:15 P. M. next day. Tickets good ten days, with privilege of returning via Niagara Falls.—*Adv.*

CHOLERA APPEARS IN LONDON

CHARWOMAN IN HOUSE OF COMMONS DIES OF IT.

She Lived in a Building Occupied by Six Families—Sanitary Experts at Work in the Legislative Halls of Parliament—Corridors and Committee Rooms Undergoing Disinfection—Much Anxiety on Account of the Affair—Ravages of the Disease in Continental Countries.

LONDON, Sept. 7.—The first keen anxiety on account of the cholera was noticeable here to-day. This afternoon it was reported that a charwoman employed in the House of Commons had died this morning of a disease with choleraic symptoms.

As soon as the House of Commons was ready for general business, Mr. Asquith, Home Secretary, was questioned concerning the case. He replied that the health officers had made a hasty examination of the body, but would not yet undertake to pronounce the case Asiatic cholera, although they regarded the symptoms as suspicious.

Subsequently a microscopical examination made by the physicians of the Local Government Board determined that the woman had died of Asiatic cholera. The house in which the charwoman lived was occupied by six families. All the inmates were removed from the house to-day, and the strictest precautions have been taken to prevent the spread of the disease.

Sanitary experts inspected the houses of Parliament this evening. The House of Commons, with all the corridors and committee rooms, will be disinfected in the course of the night.

HULL, Sept. 7.—Sanitary Inspector Dogherty was stricken with Asiatic cholera this morning and was taken to the hospital. There has been one death from cholera in Hull to-day.

BERLIN, Sept. 7.—The Rhine has been proclaimed officially to be infected with cholera and bathing in it has been forbidden. The authorities of all towns in the Rhine Valley have been instructed to adopt stringent measures to prevent the use of river water for domestic purposes.

In Tilsit, on the Niemen, in East Prussia, 135 cases of dysentery and 19 deaths have been reported. In the Dragoon Regiment stationed at Insterburg, East Prussia, 43 men are ill of the disease.

TUNIS, Sept. 7.—The cholera spreads rapidly in Tozer and Neft on the west shore of Lake Al Sibkah. Two hundred fresh cases have been found in the two towns in the last twenty days.

SUEZ, Sept. 7.—Seven seamen who shipped at Swansea, Wales, on the steamship Etna for Red Sea ports, have died of cholera. The Etna, on which the Swansea seamen died, carried a large number of Mecca pilgrims. Between 200 and 300 of these pilgrims died aboard the ship.

WASHINGTON, Sept. 7.—The report of Thomas E. Heenan, United States Consul at Odessa, Russia, which reached the Marine Hospital service to-day shows an alarming condition of affairs in that country. He says that the official bulletin for the week ending Aug. 12 shows there had been 2,133 cases of cholera and 758 deaths in the various Governments of European Russia, and that it was also an admitted fact by the officials that cholera had again broken out at Baku, Stavopol, Astrakhan, and other points along the Volga River.

In a word, cholera is again epidemic in Russia, and exists in thirty different and widely-separated governments. Those governments infested by the plague are Moscow, Bessarabia, Vladimir, Volyhinia, Viatka, Penza, Grodno, Podolia, Yekaterinoslav, Kiev, Nishnee-Novgorod, Orel, Simbeersk, Kharkov, Kazan, Samara, Warsaw, Oofa, Kheson, Poltrava, Minsk, and Yaroslav.

The territory of the United States is absolutely free of any suspicious cases, either of cholera or yellow fever. The last suspicious case at Brunswick occurred something like fifteen days ago, and Saturday the period of infection will have passed. It is thought that when that day comes the quarantine against Brunswick will be raised.

Charles H. Tupper Knighted.

OTTAWA, Ontario, Sept. 7.—Gen. Montgomery Moore, the Administrator of Affairs in Canada, received a cable dispatch to-day from Lord Ripon, Secretary for the Colonies, stating that her Majesty the Queen had been pleased to confer on the Hon. C. H. Tupper, Minister of Marine and Fisheries, the Order of K. C. M. G. for services rendered Great Britain in connection with the Bering Sea arbitration. Mr. Tupper was the British agent.

When seen by The New-York Times's correspondent Sir Charles Hibbert Tupper, as he for the future will be known, said that it was gratifying to him to have received the title, since it showed that the work which he had done was well performed and had been appreciated. Charles Hibbert Tupper is the second son of the Hon. Sir Charles Tupper, High Commissioner for Canada in London, England. He was born at Amherst, N. S., in August, 1855, and is therefore thirty-eight years of age. He was called to the bar in 1878, and first returned to Parliament in 1882. He entered the Government as Minister of Marine and Fisheries in 1887 and has held the position ever since.

Arrest of the Late Gen. Sweeny's Son.

LONG ISLAND CITY, L. I., Sept. 7.—Thomas F. Sweeny, twenty-six years of age, of Astoria, a son of the late Gen. Sweeny, was arrested in this city to-night, accused of forging checks on ex-School Commissioner Thomas J. Kavanaugh, President of the Ravenswood Improvement Company. The warrant was issued three months ago, but Sweeny avoided arrest by keeping away from Long Island City.

CALISAYA LA BILLA—MORE PROMPT, safer, and more palatable than spirits.—*Adv.*

RAVAGES OF A BRIEF STORM.

It Combined Gale, Hail, Rain, and Lightning—Much Damage Wrought.

PORT JERVIS, N. Y., Sept. 7.—Port Jervis was devastated to-night by a violent storm of wind and rain. It struck this village at 5:39 o'clock and lasted only about five minutes. The destruction wrought in this brief time was great.

The tall steeple of the Methodist Church was blown over, crashing through the roof and wrecking the interior of the building. The streets of the village lying in the path of the storm are filled with broken limbs and branches of trees. Some of the streets are impassable. Many houses were unroofed by the violence of the wind.

Nearly all the electric light, telegraph, and telephone wires are down, and the town is in darkness. The roof of the shirt factory was lifted off and deposited in the middle of Pike Street. Two young ladies passing at the time were injured, but not seriously.

The delivery wagon of Porter's grocery was blown over on Pike Street, and the driver, Samuel Carmer, had his right arm broken in two places. Mrs. Walter Uptegrove had an arm broken.

The cyclone was immediately followed by a heavy downpour of rain and a violent electric storm.

ALBANY, Sept. 7.—This city received a portion of the heavy storm, which prostrated telegraph lines east and west of here and did other damage. Within half an hour after 4 o'clock more than half an inch of rain fell.

A ball of fire exploded in the yard back of the old State House with a deafening report, stunning several clerks in the Controller's office. This is the second time within a few years that such a thing has occurred in the State House yard. On another occasion the flagstaff on the building was struck by lightning.

BATH, N. Y., Sept. 7.—A terrific hailstorm, accompanied by thunder and vivid flashes of lightning, broke over this town at 3 o'clock this afternoon. Hailstones measuring an inch in diameter and more covered the ground.

The greatest damage done was by the breaking of hundreds of panes of glass at the Soldiers' Home, every building suffering more or less. The glass covering of the greenhouse was almost completely demolished. The sky was covered with clouds so densely black that it was necessary to turn on electric lights in the village.

Never did the oldest inhabitant know of such a storm. It has cut all the tobacco and fruit south and west of Bath, and all standing crops are ruined.

CORNING, N. Y., Sept. 7.—The storm here this afternoon tore down trees and scattered everything in its way. Following the wind came one of the heaviest electrical storms ever seen here, and then hail descended furiously for half an hour. Some of the hailstones were larger than hen's eggs. For a half hour the city was in darkness. Nearly every residence had every window broken, and many large plate-glass windows were shattered.

Thousands of dollars' worth of tobacco and other crops were totally ruined in Corning and in the Chemung and Cohocton Valleys.

SARATOGA, N. Y., Sept. 7.—Wilson Tanner, nineteen years old, son of George S. Tanner of this village, was killed by lightning to-day while painting a building at Gansevoort.

LONG ISLAND CITY, Sept. 7.—The tail end of the hurricane passed over Long Island City about 7:30 this evening. For half an hour the wind blew with great violence. Clouds of dust obscured the country for miles and made it impossible for pedestrians to force their way against the storm. Trees were uprooted and their branches sent flying through the air, while many buildings were badly shaken.

Traffic on the horse-car lines was suspended for a time. Small craft anchored along the water front were driven ashore and in many instances wrecked. No reports have come in from the interior of the island, which has been cut off from communication.

FAR ROCKAWAY, L. I., Sept. 7.—The cottage owned by Henry Craff, on Cedar Avenue, and occupied by George W. Swift and family, who are summering here, was struck by a thunderbolt this evening. The bolt struck the northeast end of the house, shattering one side, breaking windows, and knocking the shutters off. The walls in several rooms fell.

Mr. Swift, who was lying on the bed with one of his children, had a narrow escape from death, the bolt knocking the wall across the bed.

A servant was at work in the kitchen when the bolt struck and was taken out in a dazed condition. She is suffering from shock. Mr. Swift and family found shelter in a neighboring cottage. The damage will amount to about $1,500.

SOMERVILLE, N. J., Sept. 7.—A violent rainstorm, accompanied by wind of great velocity and by lightning, visited this section of New-Jersey to-night. Many trees were uprooted and several barns were struck by lightning.

The milk train on the South Branch Railroad ran into a big oak tree which had fallen across the tracks between Neshonic and Flagtown. The front of the engine was smashed. The train was delayed one hour.

In this city the storm lasted only about half an hour, but in that time it did its best to equal the violence of the great storms of the last few weeks. It came about 7:30 o'clock, without warning, and pedestrians were drenched before they could reach shelter.

The rain was swished through the streets in blinding waves. The wind whisked hats and umbrellas away like feathers. Frequent flashes of lightning were of a dazzling brilliancy.

In Jersey City and Brooklyn the effects of the storm were more severely felt even than in this city. For some time after the wind abated the rain and the vivid flashes of lightning continued.

More Votes Than Voters.

PARKVILLE, L. I., Sept. 7.—Owen Matthews, a taxpayer of this district, has obtained from State Superintendent of Instruction Crooker an injunction restraining John Driscoll, L. Cummings, Dr. J. E. Deuseldorf, Oscar L. Steeves, and Edgar Bennett, the newly-elected School Trustees, from organizing, on the allegation that the election was illegal.

Mr. Matthews claims that Bennett and Steeves were illegally elected from the fact that, while there were only 103 male and female voters at the election, 170 ballots were cast. The case has been set for a hearing before the State Superintendent, who, it is believed, will order another election.

George C. Bowers Dead.

CATSKILL, N. Y., Sept. 7.—George C. Bowers, for some years manager of the tours of the Southern Company in connection with the Lyceum Theatre, died last night at the new Grand Hotel in the Catskill Mountains after an illness of three days.

$17.00 to Chicago and Return via the Ontario and Western Railway, Saturday, Sept. 9, Wednesday, Sept. 13, via Niagara Falls. Full information at 371 Broadway, New-York.—*Adv.*

THE COLONIA WAS VICTORIOUS

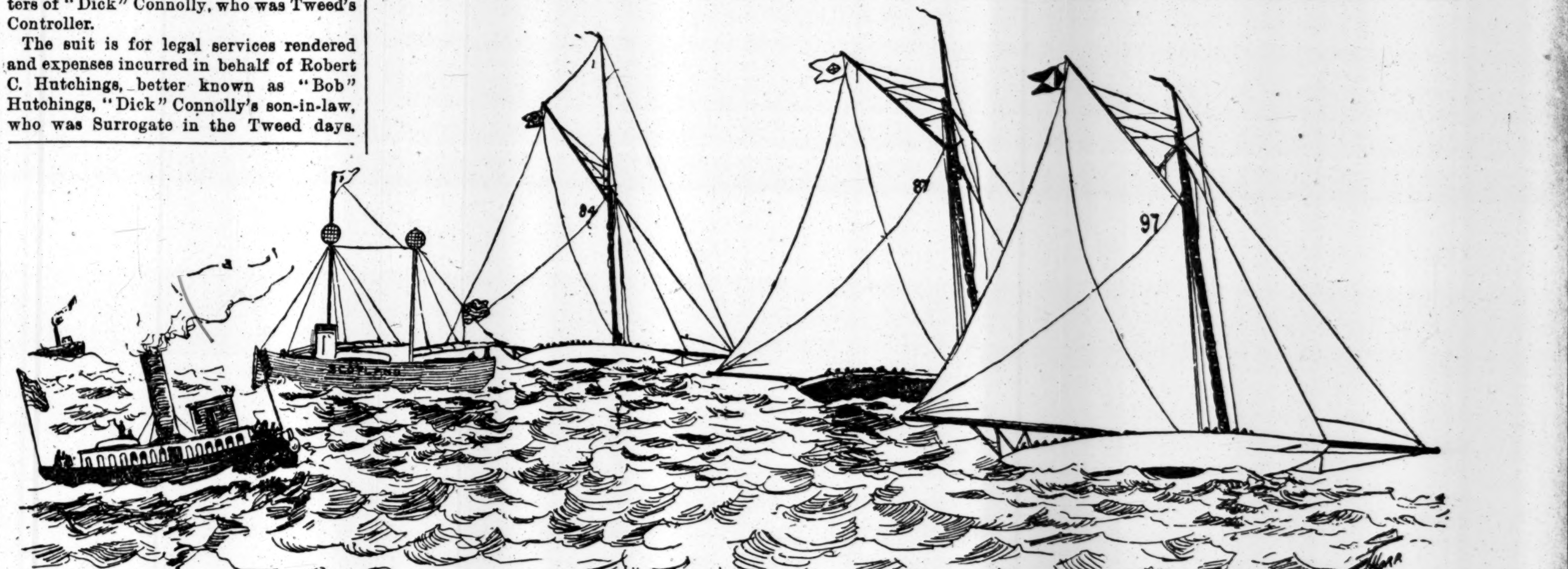
SHE WON THE FIRST TRIAL RACE ON A TIME ALLOWANCE.

BOSTON BOATS MEET WITH MISHAPS.

The Vigilant Finished First, but Lost the Race by Six Seconds.

PICTURESQUE SCENE AT THE START.

The First Contest to Select a Defender for the America's Cup Was Sailed in a Spanking Breeze by the New-York Boats, and Proved a Pretty One—The Pilgrim Broke Down Before the Start and the Jubilee Parted Peak Halyards Soon After Crossing the Line—In Windward Work the Vigilant Did the Better.



The Start, (as Sketched by the Artist for The New-York Times from the Press Boat.)

About three bells in the first dog watch yesterday afternoon, every skipper in New-York Harbor, from the proud and haughty mariner with three rows of gold around his sleeve and a full cargo of brass buttons on his bosom, striding up and down the bridge of the Augusta Victoria as she ripped her way seaward with the young ebb tide, to the plain every-day sailor man with a seven-year-old slouched hat over his weather eye and half an acre of plug tobacco under his lee cheek, was watching for incoming tugs that looked as if they had been at the first trial race of the four cup defenders off Sandy Hook. And whenever any of them saw such a tug, they opened their mouths and in roaring-forty voices bawled down the wind that glorious question, dear to every American heart:

"Who won?"

And every tugboat skipper knew that it was not a horse race they were asking about and promptly bawled back:

"The Colonia."

And then the gold-mounted monarch of the lofty bridge swayed aloft his eyebrows and said:

"Really!"

But the plain everyday sailorman shifted his quid to windward and ejaculated:

"Wal, I'm bloomin' busted!"

It was a great day for a yacht race. It was a great day for New-York. It was a great day for a surprise. But it was a greater than all for Archibald Rogers, old "Hank" Haff, and the Colonia. It was also a pretty good day for keels and not so satisfactory for centreboards. Yet when it was all over there was no opportunity for any one except a genuine Boston bean eater to say that it was all dumb luck.

There were no flukes, there was no drifting, there were no accidents to the boats that actually made the race. The Pilgrim, that weirdly-mystic creation of the heated fancies of George Stewart and Partner Binney, was out of the race before it began. The Jubilee, in spite of the fact that Gen. Charles J. Paine, wearing his mascot red suspenders, which carried him home a winner in 1887, was holding down the weather side of the quarter deck with all the weight of his yachting experience, broke down immediately after crossing the line. And so Boston sat upon the mourner's bench while New-York went out and humped herself over the wrinkled sea for the glory of keeping that blessed old mug in the New-York Yacht Club's locker.

The tarry-eyebrowed amateur who has seen every America's Cup race since the halcyon days of Ashbury sat upon the upper deck of a tug not far from the Battery at 8 A. M. On his head he wore a yachting cap that was once blue, and on his face he wore a smile which, like the countenance of Robespierre, was "sea-green, incorruptible." He gazed continually at the flag on the Produce Exchange and said aloud:

"Boys, there's going to be a race!"

The ebb tide was licking the stem of the tug and the oily wavelets of the East River were singing, "Up and Away." The wind sat in the south, puffed out its cheeks like a jolly old minstrel, and piped a merry jig. It was a tune for a clipper to dance to. The tug whipped her lines off and, spurning the oily water with stout blades, slid away down to Bay Ridge. There lay a fleet so full of life and beauty that every man jack aboard hove a deep breath and vowed that there was nothing on earth like a life on the ocean wave.

In the midst of the forest of spars towered three noble columns of wood—the towering masts of the Vigilant, the Colonia, and the Jubilee. The first two had their lean white hulls robed in spotless white, as though fitly attired for a marriage with the Atlantic. The Jubilee came out in her true colors as a dark horse, potleaded to her plank shear, a great razor-nosed nautical mouse, ready to scamper away from the pretty white kittens that crouched in the water near by and watched her.

And now the order was, "In kedges and out low lines." Laborious and fussy tugs strained at the hawsers and the three racers stepped down toward the starting point, away to windward, where the yellow line of Sandy Hook basked like a sleeping serpent in the mellow sunlight. Once past the pretentious forts that border the Narrows, the mighty throbbing of the ocean's troubled breast made itself felt under the lead-weighted keels, and the long nose poles began to beat time to the everlasting song of the sea.

To the quiet waters inside Sandy Hook, sacred to calms and flukes in the historic inside races of bygone days, all hands jogged merrily. And then it was, all hands on the peak and throat halyards and sway aloft the great sheets of snow-white canvas that were to drive the graceful hulls through the water. The Jubilee cared nothing for smooth water, but let herself be towed out the Swash Channel directly to sea, swaying aloft her huge mainsail as she went and shaking the white foam from her leaden stem, a jolly sea-dog playing with a bone in her teeth. The Pilgrim, which had preceded the other three down the bay, ran inside the Hook and followed the general example of making sail.

Around her and the two New-York yachts now gathered a grand fleet of yachts, steamboats, and tugs. There were high-sided excursion boats, covered with dark masses of spectators, till they looked like mammoth chocolate éclairs. There were steam yachts of all sizes and descriptions, from knife-like record-cutters such as the Javelin, bearing the name of The New-York Times on her sides, up to ponderous blue-water voyagers, such as the Valiant, solemn with black paint and yellow smokestacks, giving those of naval mind a memory of the Blake and the Tartar. There were fishing sloops mingled with high-bred racing schooners like the Palmer and the Constellation, and there were many mongrel tugs of low degree.

All lay gently bobbing on the small seas as if bowing in courteous salutation to the racers. Presently the Vigilant's mainsail outhaul was pulled taut enough to satisfy her fastidious skipper. Then up went her kedge anchor, and her swelling jib, a lovely triangle of creamy canvas, ran up the jib stay. Kept broad off the wind, she heeled down to leeward till her bronze bottom glittered in the sunlight like a sheet of beaten gold, while the water burst from under her lee bow in a swirling cloud of smoke-like spray. She was under way and was giving the spectators an exhibition of her slippery heels.

A few seconds later the Colonia lifted up her nose and spread a section of her emerald green bottom to the air. She, too, was off. Both yachts passed out around the point of the Hook, and the fleet of spectators, ripping the slate-green sea into tumbling streaks of translucent green and silver, went boiling along in their lee. The Pilgrim, with her mainsail broad off, went out in tow and the jump of the sea on the bar proved fatal to her fortunes, for the jaws of her gaff gave way under the strain and she limped away homeward, the first "lame duck" of the day.

And now the stately flagship May, flying some international code signals in her forerigging, is at anchor to seaward of the melancholy Scotland Lightship. The flags tell what the course is to be, and away goes Nils Olsen, the ever faithful, aboard the Edgar S. Luckenbach to log off the fifteen miles in the wind's eye. Bang! There goes the preparatory signal. The three racers slip away toward the shore and hold themselves in readiness to rush across the line at the starting signal.

Ten breathless minutes wear themselves away into eternity. Bang! That's the starting gun, boys! Haul aft the mainsheet! Get those headsheets down! Up with the helm! Off we go, all a-boiling, right at the old lightship as if we were going to jam daylight through her dun-colored old side and send her reeling down to Davy Jones's locker. But we don't do that. We skim along her port side, down with our helms, and let our fair ladies slide right into the wind's teeth, everything shaking while we break our backs on the sheets and get everything down as flat as a board. And now, before our way is killed, we fill away again and the first of the momentous struggles for the honor of defending the old mug is begun in dead earnest.

Good-bye, old pot-lead! This is not the day of Jubilee. No honors for you. Crippled, dismayed, disgusted, but hoping for better luck next time, creep away up into the mist that veils Bay Ridge from our sight. Bear a hand there, you salt-water brethren on the Vigilant. The Colonia is after you and she is leaded as to her keel for bear.

And now it's split tacks and split seconds. Every second counts, and the man who says that the Colonia's working topsail is not doing her good doesn't know enough about yachting to man a clam-rake. Splash! Jump! Thump! Oh, how they both climb out to windward over those hoary-headed seas that roll up from the West Indies. It's a killing race at a killing pace, and a picture to fill a sailor's heart with joy.

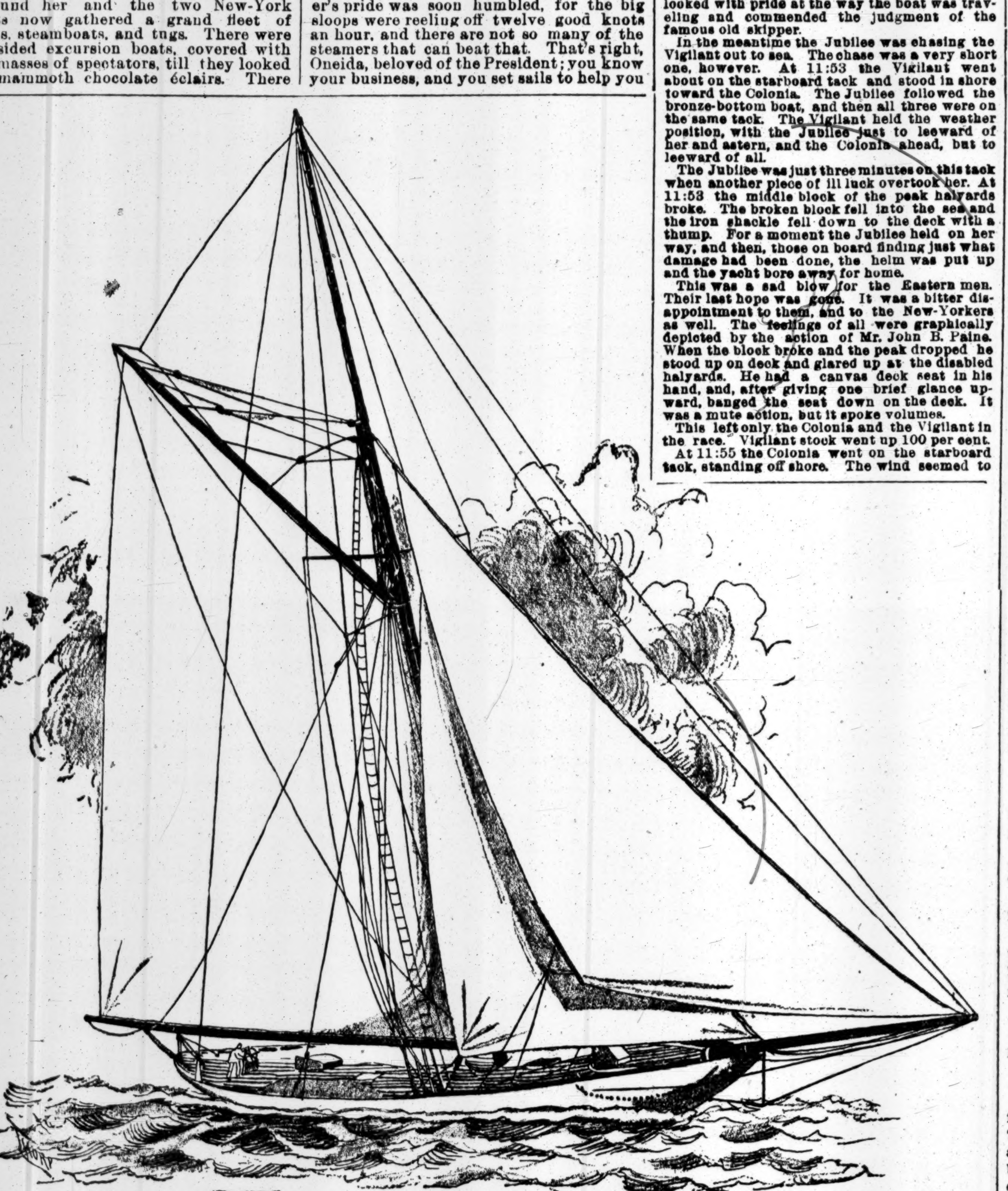
If any one expected to see the Vigilant walk away from the Colonia, any one was disappointed. The Colonia stood up nobly under her working topsail, and, although the Vigilant seemed to outwind her somewhat, she made up something of the difference by outfooting her opponent. As they stood away on their course, which carried them further and further out to sea, the ugly jump of the ground swell disappeared and the ocean became smoother. At the same time the wind blew with a little less force. Consequently, the experts on the Vigilant hastened to get their topmast on end and to set their working topsail.

It was just here that the Colonia made her most decided gain and recovered a goodly slice of the distance which she had previously lost. Had the Vigilant been able to keep her where she had her half way to the outer mark perhaps the result would have been different. But in yachting seamanship plays a pretty part, and it is not always the designer who wins the race. It may be noted that the unfortunate Mr. Herreshoff was once more aboard the losing yacht.

The heavy pounding to windward in the leaping seas could not last forever. A bobbing red flag, sharply lined against the horizon, marked the turning point. The fleet of spectators huddled to leeward of it and waited. On came the two racers, hurling from their gallant bows the assailing seas. Rushing forward with a grand burst of speed, the Vigilant, with her lee rail awash and her deck streaming with water, wore round the mark to a wild accompaniment of shrieking steam whistles.

And now down went her spinnaker boom, out went the huge brown spinnaker, and with main boom broad off she tore away on the run homeward. The Colonia was close behind, and soon began to show what a terrific pace she could cut out when running off the wind. The steam fleet pulled wide open and, with a great throbbing of engines and churning of propellers, scurried away after the racers. Many a steamer's pride was soon humbled, for the big sloops were reeling off twelve good knots an hour, and there are not so many of the steamers that can beat that. That's right, Oneida, beloved of the President; you know your business, and you set sails to help you along. Tugs, don't you wish you had sails, too?

The homeward run, like all tobogganing down the wind, was uneventful. Little by little the flying Colonia closed the gap between herself and the Vigilant till all the old hands knew it was going to be a question of seconds, and that only the official time would tell the story. Across the finish line tore the two yachts, and the accompanying fleet saluted them with enthusiastic yells of steam discord. And then the officials proclaimed that the Colonia had won by 6 wee seconds, and one of the grandest and closest yacht races ever sailed in American waters became a part of the yachting history of the greatest yachting nation on earth.



The Vigilant.
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THE STORY OF THE RACE.

Both Yachts Behaved Handsomely Under Skillful Management.

If the weather had been ordered it could not have been better for a test of the yachts in a race to windward. The wind was blowing strong from the south by east. It looked like a good club topsail breeze before the yachts stuck their noses outside the Hook, but when they neared the lightship it had freshened so that Capt. Haff lowered the Colonia's jack-yarder. The wind coming from the south, blowing against the ebbing tide, kicked up a nasty swell. It had a short, nasty roll, and the yachts pounded heavily. The sun shone out at the start, but all around it was getting hazy.

The flagship May anchored near the Scotland Lightship shortly after 11 o'clock, being to the eastward of the light. As soon as she anchored, the signal flags D C V were run up on the main-topmast stay. These colored flags meant that the course would be east by south. The yachtsmen already knew that the distance was fifteen nautical miles out and then turn a mark and run home. As soon as the course was announced the tug Edgar F. Luckenback, with Superintendent Niels Olsen on board, started out to log off the course and to place the outer mark in position.

The yachts were then near the line, and all ready to start in the contest that gave promise of being one of the hottest in the history of American yachting.

At 11:35 o'clock a gun boomed from the May, and the blue peter was run up to the peak of the mainmast. This was the preparatory signal, and the yachts had ten minutes to get ready for the start. The Colonia then was to the northward of the line, standing on the starboard tack off shore. She carried her jib, fore-staysail, and mainsail. Her working topsail was clewed up. Capt. Hank Haff was at the wheel. He had everything in fine shape, and the Colonia looked to be fit to race for her life. Mr. Archibald Rogers was near the famous old skipper, and Capt. Rhodes of the Lasca and Capt. Berry of the Wasp were there to give Capt. Haff the benefit of their experience. Mate Harry Haff had the crew well in hand, and every order was carried out like clockwork.

The Vigilant was on the port tack to the westward of the line, standing in shore. Further to the southward was the Jubilee on the same tack. These two boats had their topmasts housed. The Jubilee had up her mainsail and fore-staysail, and the Vigilant carried the same canvas.

A few minutes after the preparatory signal the Colonia went about and stood out toward her two opponents. When the Colonia had got well to the westward of the line all three came about on the starboard tack and headed for the lightship. The Colonia then set her working topsail.

Some sage yachtsmen shook their heads and looked wise at this move. They thought the breeze was too strong for a topsail and thought Capt. Haff a little rash. The old Captain knew what he was about, though, as events proved.

There was an aggregation of talent on the Vigilant. Capt. Hansen was at the wheel, while Capt. Terry advised. Mr. C. Oliver Iselin, under whose flag the yacht is sailed, was, of course, there. He had to support him Vice Commodore W. Butler Duncan, Jr., an amateur who stands in the front rank; Mr. J. Roger Maxwell, who is said to know every tide rip off the Hook; Mr. N. G. Herreshoff, who designed and built the boat; Mr. Oliver H. Perry Belmont, Mr. Newberry Thorn, and Mr. Herbert Leeds. Surely, if talent could win a race the Vigilant ought to succeed with such an array as this. The Vigilant was in the pink of condition, too. Her sails set perfectly, and her crew moved about like lightning.

The Jubilee, the Bostonians' only representative, looked sleek and slippery. Her sails, too, set well, much better than they did when she raced last month. The masterful hand of Gen. Paine showed that the result of his thinking had resulted in making the boat at least look much better than when she first came out. Gen. Paine was on board. The temptation to sail on the boat had been too great, and every one was glad to see that the General, at least by his presence, was going to help the Jubilee. Commodore J. Malcolm Forbes of the Eastern Yacht Club was also on board. The others were Dr. John Bryant, Mr. John B. Paine, Mr. J. S. Fay, and Mr. George H. Richards. Capt. John Barr was at the wheel, and Capt. Charles Barr, late of the Navahoe, was there to aid his brother.

As the racers came down for the starting line, the Vigilant and the Jubilee set their jibs. An accident happened to the Jubilee. The wire pennant of the jib sheet pulled out and the jib trailed in the water. The men worked hard to repair the damage, but at 11:45 the starting gun was fired. The Vigilant shot over the line under the lee of the lightship at 11:45:27. She was on the starboard tack. She made a sharp luff to flatten out her sheets, and then, with her lee rail well down, stood to the eastward. The Jubilee was right in her wake and went over the line at 11:45:35. The trouble with the jib had been repaired, and as the yacht crossed the line the sail was set and sheeted home.

The Jubilee, like the Vigilant, made a sharp luff to flatten sheets and then started off in the wake of her rival. The Bostonians were happy. Their representative was moving fast and the weather conditions were just what they wanted.

The Colonia went over the line at 11:46:46. Instead of luffing, she at once went about on the port tack, standing in toward the Jersey shore. She was standing up like a brick meeting house and was footing fast. Those who had thought Capt. Haff unwise in carrying a topsail looked with pride at the way the boat was traveling and commended the judgment of the famous old skipper.

In the meantime the Jubilee was chasing the Vigilant out to sea. The chase was a very short one, however. At 11:53 the Vigilant went about on the starboard tack and stood in shore toward the Colonia. The Jubilee followed the bronze-bottom boat, and then all three were on the same tack. The Vigilant held the weather position, with the Jubilee just to leeward of her and astern, and the Colonia ahead, but to leeward of all.

The Jubilee was just three minutes on this tack when another piece of ill luck overtook her. At 11:58 the middle block of the peak halyards broke. The broken block fell into the sea and the iron shackle fell down to the deck with a thump. For a moment the Jubilee held on her way, and then, those on board finding just what damage had been done, the helm was put up and the yacht bore away for home.

This was a sad blow for the Eastern men. Their last hope was gone. It was a bitter disappointment to them, and to the New-Yorkers as well. The feelings of all were graphically depicted by the action of Mr. John B. Paine. When the block broke and the peak dropped he stood up on deck and glared up at the disabled halyards. He had a canvas deck seat in his hand, and, after giving one brief glance upward, banged the seat down on the deck. It was a mute action, but it spoke volumes.

This left only the Colonia and the Vigilant in the race. Vigilant stock went up 100 per cent.

At 11:55 the Colonia went on the starboard tack, standing off shore. The wind seemed to be a little fresher, and the sea in the shoal water was lumpier than ever. The Vigilant stood for the land until 12:01:20, when she went about on the starboard tack. Both boats were very close together then, with the Vigilant to windward. The Colonia made a perceptible gain as the Vigilant tacked, the centreboard hanging just a trifle before she got headway on the new tack.

This tack off shore was a long one. The Colonia clearly outfooted the Vigilant, and for a time seemed to point fully as well. At one time it looked as though she would draw ahead far enough to tack across the Vigilant's bows, but as they drew more out to sea the Colonia sagged a little to leeward while the Vigilant pointed high and held her course.

The Colonia was certainly making better weather than the Vigilant. She stood up well under her topsail, and went through the water without making much fuss. Her decks were of course wetted by the spray, but she did not seem to pound heavily, but went through the water evenly and cleanly. Capt. Haff kept on jabbing her into the wind to keep her from sagging. The Vigilant's sail was well down, and at times the water washed along her deck. This, too, was with her topmast housed. She pounded heavily and threw big fountains of spray upon each side of her bow which must have drenched those on board.

The steamers accompanying the racers were having a hard time, and several of them rolled and pitched badly. The Larchmont yachtsmen who were on the tugboat F. B. Dalzell seemed to have a particularly hard time. All the yachtsmen were on the upper deck and in the pilot house. The Larchmont boys always believe in caring for the inner man, and when they go out carry a supply of rich viands and choice wines of rare vintage. This lunch was laid out on the after deck. One big breaker, uglier and angrier looking than any, broke on the Dalzell, and, as if it had a special spite against this lunch, swooped down on it and turned it into a rare stew. The crashing of glass, too, told that some of the choice liquors had mingled with the sea. The yachtsmen, when they heard the crash, took their eyes off the racers and gave one brief glance below, and then, like true sports, paid no more attention to the loss of the lunch, but feasted on the glorious contest going on before them.

The Vigilant held on the off-shore tack until 12:45:10 and then went about on the port tack. The Colonia held on for nearly 3 minutes longer, going about at 12:48:05. Holding on this extra time placed her well to windward of the centreboard boat, but she was considerably more than a mile astern. The Colonia again began to outfoot the Vigilant and slowly but surely drew up on her.

The wind had lightened some, and, being in deep water, the sea was not so lumpy. It was here that the topsail of the Colonia began to tell. Her extra sail way up in the air carried her along well. It did not take long for those on the Vigilant to realize that they were being outfooted, and if they would win the race they must do something. At 1:10 o'clock the order was given to set the topmast on end, and three men at once went up on the spreader to carry out the order. It was ticklish work to put the topmast up in such a sea, but it was done without any accident. Then the working topsail was got out and hoisted in stops.

The Colonia sagged down to leeward, but gained so on the Vigilant that she was barely a quarter of a mile astern at 1:22:30, when she went about in the wake of the Vigilant, again standing to the eastward. At 1:23:40 the Vigilant followed suit, and at 1:33:00 set her top sail. It had taken 23 minutes to set the topmast on end and set the topsail.

The yachts were then very close together, and it looked as though the Colonia might be within her time at the outer mark.

The Colonia went on the port tack again at 1:46:30, and the Vigilant followed at 1:48:15. This was only a short hitch, for at 1:49:00 the Colonia stood to the eastward again and went astern of the Vigilant scarcely a quarter of a mile away. The Vigilant went about at 1:50:20, still holding the windward position.

The yachts were then in full view of the outer mark, and the effect of the Vigilant's topsail began to be felt. At 1:55 the Vigilant went on the port tack, standing for the mark, and 20 seconds later the Colonia followed.

On nearing the stake, the Vigilant got her spinnaker boom out on the port side and hauled the spinnaker up in stops. The Colonia simply got out her boom.

The Vigilant tacked around the mark at 2:03:35, and easing her boom to starboard, started on the 15 knots' run home. The Colonia rounded the mark at 2:06:30. The elapsed time on the 15 knots' beat to windward was: Vigilant, 2:18:08; Colonia, 2:19:44, so the Vigilant beat the Colonia 1 minute 36 seconds on the beat.

As soon as she rounded, the Colonia hoisted her spinnaker in stops. The Vigilant hauled her spinnaker outward and broke it out at 2:05:10, or just 1 minute 35 seconds after rounding. The Colonia's spinnaker was hauled outward and broken out at 2:08:07, just 1 minute 37 seconds after rounding. The Vigilant at once set her balloon jib topsail and the Colonia broke hers out at 2:11:55. Jibs were taken in, and the yachts skimmed over the water in rare style for the finish.

The Colonia had so far shown that she could outrun the centreboard boat, bearing out the oft-proved fact that the keel boat is better at running than the centreboard. Would she gain enough on the Vigilant this time to win the race? That was the question. She got a time allowance of 20 seconds from the Vigilant, so that she had to gain 1 minute 16 seconds on the run. From the start she made a perceptible gain. Slowly but surely she crawled up on the Vigilant, and the boats were fairly flying through the water, too. Every stitch of canvas was drawing well. The big spinnakers tugged and pulled on the booms, and the strain was enormous. The big balloon jib topsails, too, were blown out to starboard, and it seemed as though the strain on the topmasts would be too much. As they sped on their journeys, the wind freshened a little and the sails tugged away more than ever. The sea, too, as they neared the lightship became rougher. The yachts were getting into shoal water and rolled considerably. At times the booms dipped into the waves.

Inch by inch the Colonia crawled up on the Vigilant. The friends of the Colonia were hopeful, while the friends of the Vigilant were nervous. The distance was scarcely half a mile between the two, and the keel boat was still gaining. The finish line was in sight, but the distance was too long to those shouting for the Vigilant and too short for those who wanted the Colonia to win.

The wind at 3:08:30 hauled to the south by west, and the Vigilant took in her spinnaker and trimmed in her main sheet a little. The wind was over her port quarter. The Colonia took in her spinnaker at 3:12:10. Still she was gaining.

On they went to the line, racing for all they were worth in the strong breeze. The Vigilant crossed at 3:19:08 and the Colonia went over at 3:20:41. A great tooting of whistles saluted the two boats as they finished, but no one, not even those on the racers, knew which had won. It was a close race—only a question of seconds either way.

After figuring for a little, the Regatta Committee announced that the Colonia had won by just 6 seconds. On the run home she had gained 1 minute and 22 seconds, the elapsed time of each boat running being: Colonia, 1:14:11; Vigilant, 1:15:33. These figures showed another remarkable performance. The Colonia had run the 15 knots at the rate of a fraction more than 12 knots an hour, while the Vigilant had run at the rate of a fraction less than 12 knots an hour.

Following is the table:

Yacht.	Start. H. M. S.	Finish. H. M. S.	Elapsed Time. H. M. S.	Corrected Time. H. M. S.
Colonia	11 46 46	3 20 41	3 33 55	3 33 35
Vigilant	11 45 27	3 19 08	3 33 41	3 33 41
Jubilee	11 45 35	Did not finish.		
FROM START TO OUTER MARK.				
Vigilant	11 45 27	2 03 35	2 18 08	......
Colonia	11 46 46	2 06 30	2 19 44	......
FROM OUTER MARK TO FINISH.				
Colonia	2 06 30	3 20 41	1 14 11	......
Vigilant	2 03 35	3 19 08	1 15 33	......

As directed by the America's Cup Committee, the Regatta Committee announced that any excess over 85 feet load water line length has been counted as double in calculating the sailing length.

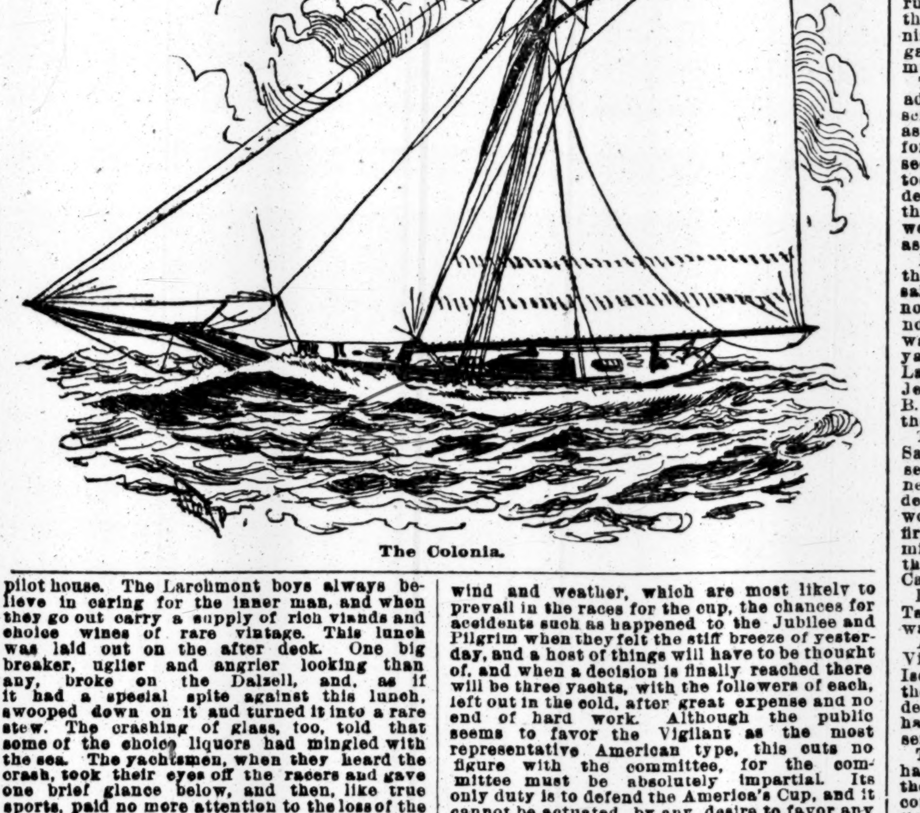
THE YACHTING OF IT.

Facts the Committee Will Have to Consider in Future.

A closely-contested yacht race is never ended in the minds of the owners of defeated craft. There is nothing absolutely certain in yachting, and this uncertainty is half the sport. The race between the Colonia and the Vigilant, like hundreds of other close races, will be disputed as long as yachtsmen "swap" views in all points save one. The contest will go down in the yachting records as a Colonia victory anyway, whether it is admitted that she was really a faster yacht than the Vigilant in the conditions of yesterday or no

The conditions in a yacht race are everything. The craft that is adapted to one kind of weather will wallow or drift in another, while before the wind a yacht like the old Dauntless, for instance, will show great speed and then be unable to get out of her own way to windward.

In deciding upon a yacht to meet the Valkyrie the America's Cup Committee of the New-York Yacht Club has a job on hand. If there were only the two boats, the Colonia and the Vigilant, to choose between it would seem from the first trial race that a choice would be hard enough, but there are still two more to be heard from, and when the racing qualities of all four are revealed the committee will have to take into consideration not actual speed alone, but all of the features which go to make a safe yacht to defend the cup. The condition of wind and weather, which are most likely to prevail in the races for the cup, the chances for accidents such as happened to the Jubilee and Pilgrim when they felt the stiff breeze of yesterday, and a host of things will have to be thought of, and when a decision is finally reached there will be three yachts, with the followers of each, left out in the cold, after great expense and no end of hard work. Although the public seems to favor the Vigilant as the most representative American type, this cuts no figure with the committee, for the committee must be absolutely impartial. Its only duty is to defend the America's Cup, and it cannot be actuated by any desire to favor any type of boat. The syndicate headed by Mr. Rogers has a keel yacht, the one led by Mr. Iselin ordered a centreboard yacht, the Boston syndicate owns a fin keel, and Gen. Paine built what is sometimes called a double-centreboard fin keel, and each yacht must have fair treatment at the hands of the committee. Yachtsmen say that if it takes a dozen races to bring out the relative merits of the boats and thoroughly try them, those twelve races will have to be sailed.



The Colonia.

Unfortunately the cruise of the New-York Yacht Club and subsequent races revealed little to guide the committee, and changes in the yachts since the cruise left the committee to begin the trial races with no data at hand.

The Colonia showed yesterday that alterations in her lead have helped her wonderfully, and the Pilgrim is supposed to be improved by adding to her lead and increasing her sail plan. Yesterday's race, although letting in a little light on the subject, was another disappointment for the committee, and there is no telling how many races will be needed to properly test the four yachts.

It is reasonably certain that the Valkyrie is going to give a good race in any kind of weather except very light airs, but English yachtsmen are banking on heavy winds and high seas, and the committee must be ready for a test under those conditions. Indeed, it is most important that the American yacht should be a good heavy-weather boat, for in moderate or light breezes Englishmen do not expect to win, which leads to the conclusion that any one of the four American boats would be safe in conditions that do not call for special qualities recognized as the highest in an eighty-five-footer.

To be beaten in rough weather through the mistake of the committee in selecting a yacht that is essentially a moderate-weather craft, when it is known that the Valkyrie is at her best in a blow, would be next to folly. In other words, the committee appreciates that it will have to meet a yacht that is best in a breeze and seaway, and it will have to select a cup defender with this fact in view, knowing that any one of the four American boats that can defeat her in heavy weather will probably beat her more easily in lighter winds and smoother seas, and recognizing also that, although the old salts look for high winds the last of September, the records of the cup races of 1885, 1886, and 1887 show mostly moderate to light winds. If anybody can make a light job of this the committee would, no doubt, like to hear from him.

In bringing out some of the features of yesterday's race that revealed the relative merits of the Colonia and Vigilant it should first be stated that as far as handling went the two racers were on even terms. Neither was there any advantage of tide. The course followed was free from favoring currents, and with "Hank" Haff and his crew to handle the Colonia and Capt. Terry and all the local talent aboard the Vigilant both yachts were faultlessly manipulated. There may have been errors of judgment on both yachts, but they were equally-well steered, and their canvas was handled with all the skill possible. The Vigilant had a slight advantage of sails, as her mainsail and topsail were in better shape, and this fact counted seconds in her favor to windward, where she made her gain.

It was a battle of keel against centreboard, and it is a fact which yachtsmen recognize that boats like the Colonia and the Vigilant cannot be treated alike in the setting of sails. The Colonia started the race with topmast on end and topsail set, and the way she carried the topsail showed the good judgment of Capt. Haff in setting it. The Colonia carried her topsail throughout the race. The Vigilant, on the other hand, housed her topmast before the start. Some were inclined to criticise this move, but her sailing master and his advisers unquestionably were right, for even with topmast housed she stood up no better than the Colonia, and made no better weather of it. The chances are the Vigilant's topsail would have been a hindrance rather than a help to her.

The most uncertain though significant element was the wind. For the first nine miles it was blowing up fresh, not very hard, from south by east. Then it lightened perceptibly, and began to haul around toward the west. When the yachts were within two miles from the finish it freshened again, and had settled in the southwest. In fact, it had changed its direction so much that spinnakers had to be taken in, and the yachts came home in a fresh balloon jib topsail breeze.

The Colonia was 1 minute 19 seconds behind the Vigilant at the start, and by trotting faster, though not pointing so high, she about held her own as long as the breeze held strong. It is fair to both yachts to say it was nip and tuck for eight of nine miles to windward. At times it looked as though the Vigilant was gaining, but when the angles changed and the yachts were seen from another point of view, the positions appeared about the same as at the start.

As the wind lightened, however, the Colonia crept up closer, and then there may have been too great a delay in setting the Vigilant's topsail. The time seemed right for it fifteen or twenty minutes before it was spread to the wind, and after it was set the Vigilant did better. How much better cannot be told, for there were no stationary points to aid in getting times, and besides the Colonia overstood the windward mark by from thirty to forty-five seconds. When the Vigilant came about on the port tack and stood for the mark, the Colonia was to the eastward of her and southward of a line drawn from the mark to the Vigilant. This is conclusive proof that the Colonia could have fetched if she had come about as soon as if not sooner than the Vigilant. She kept on, however, for thirty seconds, and rounded the mark under a good full. This was a loss for the Colonia.

Meanwhile, the wind continued to lighten. In running free before a failing breeze the leading boat always has an advantage. This counted in the Vigilant's favor, but again the Colonia came in for good luck in the freshening of the breeze before the finish, she feeling it first. Therefore, each yacht lost time both going to windward and coming home.

The race seemed to show that to windward the Colonia can about hold her own in such weather as prevailed early in the race, and the rougher the sea and stronger the wind beyond that condition would be in her favor, while the Vigilant would be the better boat on the wind in lighter weather. Running free, the odds are in the Colonia's favor.

Question: What would have been the result "if" the Vigilant had set her topsail earlier in the race, the Colonia had not overstood the mark, and the wind had held steady in the run home?

GUESTS ON THE TAURUS.

Watching the Race from the New-York Yacht Club's Steamboat.

About the jolliest party to follow the racers over the course was made up of the guests of the New-York Yacht Club aboard the Iron Steamboat Taurus. Every member of the club had the privilege of inviting several guests, but there were comparatively few personal responses. The result was a party small enough to be thoroughly congenial.

At 9:15 o'clock Mr. Oddie, the Secretary of the club, who had stood at the gangway of Pier 1 greeting the guests as they came aboard, gave the signal to Capt. Jacob Wise of the Taurus and the lines were loosened. The steamboat had swung but a few yards from the pier when Julien Potter appeared at the end of the wharf wildly waving his hat and crying:

"Hold on, Oddie, I'm left!"

It was very evident that Mr. Potter was left, but Mr. Oddie would not turn the boat about. Mr. Potter is not a man to be easily baffled. He united his ideas and his cash with R. W. G. Welling, who also arrived with the Misses Welling in time to see the stern of the Taurus and with the aid of the Superintendent of the wharf a tug was hailed.

As the Taurus was making a landing at Bay Ridge to take on some additional guests from Brooklyn, the tug John Anson swung alongside and the Misses Welling, R. W. G. Welling, and Julien Potter were soon aboard. Mr. Potter said it was "the first time he caught time by the coat tails and hung on."

With about 300 guests the Taurus started down the bay for Scotland Lightship. The Valiant was close to port off Bay Ridge, but no courtesies were exchanged. The guests gathered in congenial companies over the saloon and upper decks discussing the steam and sailing yachts as they passed. Every one had a good look at the white-hulled Oneida, the steam yacht in which President Cleveland and family came from Buzzard's Bay last week. The Taurus passed close enough to give E. C. Benedict, the owner, and Mr. Oddie a chance to recognize one another. The graceful lines and elegant appearance of the Susquehanna received much deserved praise.

There was a concert of "Ohs" and "Ahs" of admiration as the stanch record-breaking schooner Ariel passed only a few hundred feet astern of the Taurus. The Ariel had mainsail, foresail, and two jibs set, and as the yacht seemed to leap from one swell to another it took very little exertion to imagine some hidden steam force propelling the schooner through the water. J. H. Hannan's Embla went plowing by, throwing the high waves aside without wetting her decks.

Fairman Rogers's Magnolia bobbed about in the water in a manner that would make an old salt seasick, but the guests on the Taurus drew no comparisons, as they knew that the Magnolia was only built for quiet and shallow water. The famous White Ladye, the steam yacht which Ogden Goelet has rented of Mrs. Langtry, received her share of attention. The Jean and the Onquowa, which belongs to the O. B. Jennings estate of Whitestone, L. I., passed the Taurus close by.

To some of those on the Taurus, Mr. Van Santvoord's sidewheel yacht Claremont presented an odd appearance among the yachts of newer designs. As the Claremont sat down deep in the water, with the walking beam working like the handles on an old-fashioned fire engine, Stanford White said the yacht reminded him of those "nightmare crafts that try the souls of men in traveling from Dover to Calais."

La Doga of Boston was saluted by the Taurus, and a gracious and vociferous answer was returned.

As the Scotland Lightship was neared the Vigilant crossed the bow of the Taurus. Miss Iselin, who, through her relationship to one of the owners of the Vigilant, naturally feels a deep interest in the sloop yacht, waved her handkerchief and lost it overboard. Capt. Hansen on the Vigilant waved his hat in return.

The guests of the New-York Yacht Club were half a mile to the eastward of the yachts as they crossed the line. When the Pilgrim did not come up to the mark William E. Strong said: "O, isn't that a shame?" and Duncan Cameron, son of Sir Roderick, answered, "Yes, it is rather bad, but, you know, she's got two other chances."

Doubtless, on account of his obligations to England from an ancestral point of view, Duncan Cameron did not enthuse over the racing of the American yachts. When the Jubilee parted her peak hallyards and turned about what little betting had been going on among the gentlemen aboard the Taurus suddenly stopped, but when the Vigilant and Colonia had showed their speed sportive propensities returned, and considerable money was wagered. Duncan Cameron, Stanford White, Paul G. Thebaud, Col. Austen of Brooklyn, Fordham Morris, W. Amory Gardner, and A. Cary Smith exchanged some bets, but few exceeded $20.

When the Taurus started on its chase after the yachts the air on the boat was alive with 300 conflicting conversations, but in an hour a strange quiet came over the spirits of the majority. The enthusing was left to a comparative few. Most of the ladies and a great many of their escorts sat mutely on their camp chairs looking blankly out at the yachts and the gay array of steam craft.

The stiff southwest breeze had kicked up a swell sufficient to make walking precarious on the Taurus and the rocking effects of the boat made the guests feel quite uncomfortable. Mrs. William E. Strong and several other ladies who have frequently crossed the ocean, gave the men good examples by sitting in the bow of the steamboat during the entire journey over the course.

The waiters, who were mostly landlubbers, found the deck unsteady, and had great difficulty in answering the wants of the hungry guests. Five became so seasick as to be useless, and the remainder of Mr. Marest's force, in trying to take the extra work upon themselves, broke two dozen dishes and nearly that number of glasses.

When the Vigilant turned the buoy and let out her spinnaker for the return, the backers of the yacht assembled in the saloon and ordered half a dozen bottles of extra dry.

E. J. Anthony pledged "the health of the stanch Vigilant and the gallant Capt. Hansen." All the backers answered in long quaffs. But the backers soon found in collecting their bets that the man who laughs last laughs best.

On the return the Taurus landed at Bay Ridge to let off the Brooklyn guests, and at 5 o'clock the tired and sunburned New-York guests of the New-York Yacht Club reached Pier 1.

To-morrow the Taurus will leave promptly at 9:15 A. M. from Pier 1 to follow the course of the yachts again.

Among the guests on the Taurus yesterday were Howard N. Potter, F. M. Crouese, I. Homans, Charles C. Haight, W. A. Parry, W. E. D. Scott, Joseph Bushnell, George A. Cormack, C. C. Worthington, R. B. Rutherfurd, W. F. Halsall, D. T. Worden, Bayard Thayer of Boston, Leroy Fales, Warren Fales, Wilmarth Haff, Gustavus Farley F. E. Griffiths, E. C. Bliss, Henry Belknap, Fordham Morris, W. Amory Gardner, Henry S. Hovey, W. H. Forbes, George I. Tyson, N. D. Lawton, Howard W. Coates, A. Carey Smith, Duncan Cameron, J. M. Davis, E. A. Houghton, Howard M. Cook, M. J. Asch, Mrs. C. D. Ingersoll, B. K. McMurray, D. S. Ellsworth, J. E. Dwight, Edmund Blunt, N. G. Reed, Samuel T. Shaw, John V. Wheeler, John E. Brooks, T. A. Bronson, Sidney E. Morse, Clarence McKim, Martin J. Keogh, Frederick Hammond, N. D. Thorne.

Delancey A. Kane, Mr. and Mrs. Adrian Iselin, Adrian Iselin, Jr., William E. Iselin, Charles T. Minton, A. E. Austin, Alanson Tucker, Trenor L. Park, Edgar Hendricks, Edward Bement, J. W. Curtiss, George F. Hecker, Thomas R. Webber, Charles Tobias, John D. Elwell, D. W. Bishop, Edward Gerry, H. Canfield, Paul G. Thebaud, John F. Haines, A. W. S. Cockrane, Thomas H. Barber, W. S. Chaunsey, F. T. Robinson, George F. Vingat, Charles Chamberlain, Col. Austin of Brooklyn, Harry Holbrook, Theodore Berdell, C. W. Harkness, J. W. H. T. Hughes, John D. Elwell, Albert Darling, E. S. Chapin, Samuel D. Babcock, W. H. Butler, Samuel T. Shaw, Tracy Dows, I. Du Fais, and H. C. Wintringham.

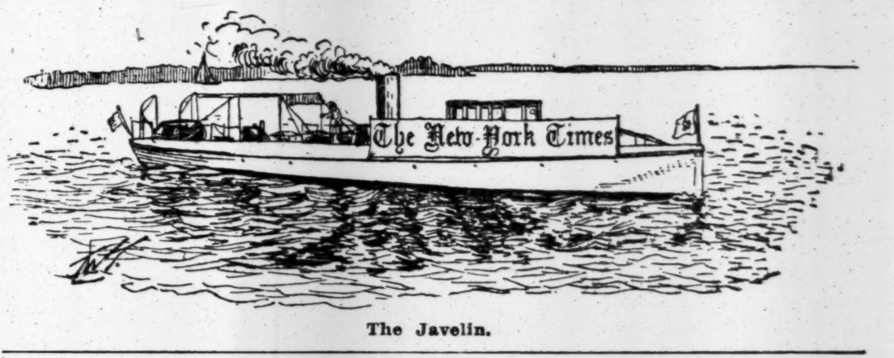
A PRETTY YACHTING PICTURE.

The Lower Bay Alive with Craft as the Racers Passed Out.

For the majority of New-Yorkers a race of most any kind is worth going to see, but when the contest takes the shape of a struggle between four superb yachts for the purpose of deciding which of the quartet is to have the distinguished responsibility of defending the America's Cup, the event becomes matter of personal importance to everyone who can distinguish a fin keel from a club topsail. The appearance of the lower bay yesterday was an evidence of the widespread interest taken in the struggle of the four single-stickers for supremacy. Nearly everybody hereabouts who owns a yacht or other type of vessel was on hand, as was also a number of people who found a mobile grand stand on the decks of excursion craft.

The bay never presented a finer yachting picture nor a more exhilarating scene. Pleasure vessels began to assemble long before the racers put in their appearance. They found various ways of passing away the time. Nimble-heeled sailing craft flitted to and fro, their colors gaily snapping to a brisk topsail breeze, pointing their masts first at one angle and then another, as they backed and filled around the starting point, each seeking an advantageous position from which the start could be witnessed.

The bigger boats behaved with a dignity more befitting their size. They reached the vicinity one by one, and then swung to the wind without more ado and awaited the signal gun. The decks of all the pleasure craft were bright with color. On the yachts were seen ladies snugged in cushioned armchairs gazing admiringly at the big sloops as they were towed by, while some of their younger sisters, whose eyes were brigher than the wonderful bits of headgear which they were pleased to designate as yachting caps, were dividing their attention between mutinous tresses and rebellious skirts.



The Javelin.

As the morning advanced, the breeze which had been blowing the sunlight into the faces of the yachtsmen and chasing whitecaps shoreward, began to whisper of mid-ocean swells. The yachts that were bowing and sheering off the starting point, awaiting the signal gun, began to dip their hulls more deeply into the little hillocks that came sweeping past Sandy Hook, and the smaller craft commenced to drop courtesies that were unusually pronounced. With the increased wash of water alongside came an increased sliding of articles about the sloping decks, and a greater difficulty in keeping one's footing.

Some of the smaller vessels crept in behind the lee of Sandy Hook, where waves ceased from troubling, and uneasy stomachs were at peace. The larger boats preferred to make a lee of the whole Atlantic, and rather seemed to enjoy the boisterous tumbling about which it gave them.

Each of the racers received distinguished consideration from opera glasses and handkerchiefs as they were towed through the fleet to a point inside the horseshoe. The Vigilant was a pronounced favorite, and the only fault her admirers had to find with the Morgan-Iselin centreboarder was an inability to establish her identity at all times. For this reason much misplaced admiration was unwittingly wasted upon the other three.

"Never had a boat such lines," said one enthusiast, taking a deadly aim at the Pilgrim through a pair of binoculars, and fondly thinking that the object at the other end of his glass was the Vigilant. Another saw a matchless suggestion of power in the towering spars of the Rogers keel boat, and innocently credited them to the New-York flier. And so it went until the sloops spread their big mainsails and came sweeping up to the starting line. Then, as their numbers were distinguished, there was a general revising of opinion. The lines of the Pilgrim took on that rotundity of form which distinguishes a motherly tub, and the spars of the Colonia dwindled to a mere nothing, while those of the just-discovered Vigilant underwent a corresponding extension. The Jubilee's sombre hull distinguished her from the dazzling white of her antagonists, and no one mistook the fin-keeled boat for anything but what she was.

With the echo of the gun the procession of boats started seaward, and within less than an hour the waters around Sandy Hook, which had been reflecting clouds of canvas in places where it had not been churned by propellers, had resumed its normal appearance.

The handsome steam yacht Javelin, the property of Mr. Charles R. Flint, which had been specially chartered by The New-York Times, flitted around the vessels until the start was made, and then, after the Pilgrim and Jubilee had fallen out of the race, started out to meet the returning fleet.

All objects seaward were then veiled by the windy mist which hung about the horizon, and with the exception of a pilot boat and a few tugs no vessels were in sight. The pleasure fleet was not far distant, but it was obscured by the haze. Shortly after the Scotland Lightship had been passed, a faint patch of white hovered for a moment in the mist above the sea line, and then at one stride there emerged from the curtain a cloud of canvas, which was made out to be the white wings of the Vigilant. A minute later the outlines of the Colonia were disclosed, and then both burst into full view, and, "with sloping masts and dipping prow," came rushing toward the goal.

There was the usual welcome to the victor at the finish, only there was a slight misapprehension as to who the victor was. The Vigilant, which had led in, was naturally supposed to have won the race, and was greeted with a riotous din of whistles and waving of hats and hands. Those who, in a spirit of magnanimity, cheered the Colonia also, will feel all the better for it when they read to-day that the race is not always to the leader.

When the Vigilant came to anchor she was boarded by a representative of The New-York Times. The result of the race had not then been learned by the crew. When told of the judge's decision, Mr. Iselin did not look a bit disconcerted. The Vigilant, he calculated, had lost about 30 seconds, while beating out, by being compelled to luff up to clear a schooner. On the run back, Mr. Iselin said the Colonia, being behind, had been the first to catch the freshening breeze, and this, he thought, had enabled her to gain considerably on the flying leader.

The Pilgrim was towed to an anchorage off Tompkinsville, S. I. When seen by a New-York Times reporter Capt. Sherlock said he had been compelled to withdraw from the race on account of the jaws of the gaff carrying away just as the topsail was being hoisted. The result of the race had not been decided when the reporter boarded the vessel, and Capt. Sherlock declined to give an opinion as to which of the two would finish winner.

ACTIVE EXERCISE
and good food in plenty, tends to make children healthy. If children suffer, however, from Scrofulous, Skin or Scalp, Diseases—if their blood is impure and pimples or boils appear, they should be given the right medicine. Dr. Pierce's Golden Medical Discovery brings about the best bodily condition. It purifies the blood and renders the liver active as well as building up health and strength. Puny, pale, weak children get a lasting benefit and "a good start" from the use of the "Discovery." It puts on *wholesome flesh*, and does not nauseate and offend the stomach like the various preparations of Cod Liver Oil. It's *guaranteed* to benefit or cure you, or your money is returned.

For Dyspepsia
Use Horsford's Acid Phosphate.
Dr. O. M. Brown, Cornish, Me., says: "I have used in my practice during the last few years, and can, with all candor, say that in cases of dyspepsia brought about through abuse of the stomach by use of an improper diet, I have failed to find any remedy that would remove the trouble so quickly or prove so grateful to the stomach or patient. I consider it a boon to suffering humanity."

There were sixty vessels that went out to witness the race. From the Vanderbilt yacht Valiant to an unpretentious craft with a cup-defender bow and a four-knot speed, nearly every type of pleasure boat was represented. Among the larger yachts were the Corsair, the White Ladye, Clara, Yampa, Vedette, Theresa, Electra, Stranger, Au Revoir, Marietta, Conqueror, May, Valiant, Brunhilde, Fedalma, and others.

The excursion steamboat Grand Republic was in attendance with her decks black with people. The iron steamboat Taurus followed the boats over the course with the colors of the New-York Yacht Club hoisted on her flagstaff. The Cygnus, Al Foster, and Havana each had a number of excursionists aboard. The Larchmont colors were borne by the tug C. P. Raymond.

WHAT MR. ROGERS SAYS.

The Race a Fair Test—The Colonia Likes a Hard Blow.

There were very few yachtsmen around the New-York Yacht Club last night, many being kept from the club by the storm that came up. Many of those who were there, however, said that they thought that the race was a fair contest between the two vessels, but the universal regret was that the Jubilee and the Pilgrim were not in at the finish of the race.

Archibald Rogers, the head of the syndicate which owns the Colonia, said last night, "The race, I think, was a fair test of the sailing abilities of the yachts. Had the wind been harder, it would have been better for us, for the harder it blows the better we would like it, though we do not care to race in a storm; no yachtsman does. Heretofore the Vigilant has had rather the advantage of us in smooth water. After a boat has been in the water some time, and there are blisters on her, her speed is retarded somewhat in a slight breeze, and a boat with the Tobin bronze on her has a great advantage." Mr. Rogers did not show any elation over the victory of his boat. He seemed thoroughly desirous that the best boat should be chosen in order that the Englishman should not take the cup back with him.

COMFORTABLE, FAST, AND STANCH.

Something About the Javelin—An Ideal Craft for River and Sound Cruising.

One of the neatest-looking steam yachts in this vicinity is the Javelin. She is comfortable, fast, and an able sea boat. She was built in 1891 by the Herreshoffs for Commodore E. D. Morgan. Originally she was meant for Mr. W. R. Hearst, but that gentleman wanted some changes made in the arrangement of the boat, so that the Herreshoffs decided to build another and finished the Javelin for Mr. Morgan.

When Mr. Morgan purchased the steamer May Messrs. Charles R. and Wallace B. Flint bought the Javelin, and now nearly every day she can be seen speeding up and down the Sound. She is an ideal boat for a gentleman to use to come from his country house to business each morning and return in the afternoon.

The Javelin is of the typical Herreshoff type, being very much like the Cushing, Stiletto, and other famous boats. She has a plumb stem and has the look of a racer. She is 97 feet 10 inches over all, 94 feet 6 inches on the water line, 10 feet 3 inches beam, 6 feet 7 inches depth, and 5 feet draught. She is fitted with vertical triple-expansion engines with three cylinders, 9 inches, 14 inches, and 22½ inches in diameter by 18 inches stroke. Her boiler is a Thornycroft one, similar to those used in the English gunboats. On deck she has a roomy pilot house. Below there is a commodious saloon, a large stateroom, quarters for the crew, galley, and storerooms.

The Javelin was used by The New-York Times in the race yesterday, and ably did the work required of her.

Vida and Tixtla.

The postponed yacht race at Low Point, between boats hailing from Newburg to Poughkeepsie, was sailed on Saturday last, with the following entries: Fidget, Irving Grinnell, New-Hamburg; Maude B., John Van Wyck, New-Hamburg; Needle, Albert E. Tower, Poughkeepsie; Flight, Hilton, Newburg; Vida, David Hunt, Low Point; Orient, William Peacock, New-Hamburg, and Tixtla, Henry Jovva, Roseton.

The race was started promptly at 1:30 in a strong breeze from the westward, enabling the boats to sail over the course in the one reach. Near the finish the Fidget was in the lead, but Mr. Grinnell was unfortunate in having his mast carried away. The Vida finished first in her class, winning the first prize, also the pennant for the best time over the course. The Tixtla finished first in her class, winning the cup after a very close finish with the Orient, by about 25 seconds.

Yachts Reported.

CITY ISLAND, N. Y., Sept, 7.—The following yachts passed here to-day: Bound East—Steam yachts Half Moon, Mr. Frank T. Holder; Helvora, Mr. C. O'D. Iselin, and Acquilo, Mr. George A. Thayer.

Passed West—Steam yachts Oneida, Mr. E. C. Benedict; Marion, Mr. William H. Swift; Orienta, Mr. E. R. Ladew, and Vamoose; schooner yachts Zampa, Mr. Chester W. Chapin; Frolic, Mr. William W. Dodge, and Ranger, Mr. D. R. Van Nostrand; sloop yacht Half Moon, Mr. Joseph Roosevelt.

Steam yacht Valiant, Mr. W. K. Vanderbilt, left Whitestone for New-York.

Left Here for the Eastward—Cutter yacht Liris, Mr. W. C. Tuckerman.

Steam yacht Nourmahal, Mr. John J. Astor, arrived here at noon to-day and left at dark for Newport.

—Francisco Gonzales, the Spaniard, of 50 Hicks Street, Brooklyn, who was arrested Wednesday evening for threatening the life of Maggie Carroll of 215 Pearl Street, was discharged yesterday morning by Police Justice Watson, in the Myrtle Avenue Court, Miss Carroll refused to press the complaint.

Price | "Worth a Guinea a Box." | 25c.
BEECHAM'S PILLS
Dislodge Bile,
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Female Ailments,
Remove Disease and
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COSTAR'S EXTERMINATORS DESTROY cockroaches, bedbugs, roaches, ants, fleas, rats, mice; infallible 68 years. 40 Clinton Place.

RECEIVERSHIP IN DISPUTE

THE FIGHT OVER THE EVANSVILLE AND TERRE HAUTE.

President Grammer Accused of Disloyalty in Getting Himself Appointed Receiver—He Is Not in Sympathy with the Men Who Control the Road—Argument for and Against the Receivership to be Heard Next Monday—Harvey Fisk & Sons' Interest Satisfied.

Expressions of surprise and incredulity were uttered in the offices of the Evansville and Terre Haute Railroad in this city yesterday morning when a dispatch came from Terre Haute, Ind., announcing that Judge Briggs of the United States Circuit Court had sustained the appointment of G. J. Grammer as receiver of the property.

The Directors of the company, all of whom stoutly maintain that the corporation is solvent and prosperous, were reassured later in the day by a telegram from Iglehart & Taylor, the company's counsel in Terre Haute, that no decision had been rendered in the receivership suit, but that a hearing had been set down by Judge Briggs for next Monday.

William Nelson Cromwell is counsel to the Board of Directors in this matter. He is also assignee of H. I. Nicholas & Co., the holders of a large amount of the Evansville and Terre Haute Railroad stock. He said yesterday afternoon: "The statement that the case has been decided in favor of the receiver is an error. The application of the company, through its counsel, to set aside the receivership has not been denied or even argued. The Judge considered that the application to vacate the receivership should be made to him at his chambers and not at his house, and fixed Monday next, at his chambers, as the time and place of argument on the application, Monday being the earliest day upon which he would sit in open court. We confidently expect that the court will, after hearing the company, vacate the receivership. The receivership was created without giving the company a hearing, and of course we are not going to submit to any such ex-parte proceeding."

Mr. Cromwell intimated that, in permitting a receiver to be appointed without giving the company an opportunity to be heard, President G. J. Grammer had been guilty of disloyalty to the interests of the company. Although Mr. Grammer is President of the Evansville and Terre Haute Railroad Company, he is not in sympathy with the men who now control the road. D. J. Mackey is President of the Board of Directors, and he has the solid support of the board.

Harvey Fisk & Sons, who recently sent out a circular soliciting proxies to oust D. J. Mackey and his friends from the control of this road, issued the following notice yesterday: "We take great pleasure in announcing that we have to-day completed satisfactory arrangements for the protection of all interests in the Evansville and Terre Haute Railroad Company, and therefore withdraw our request for proxies for use at the coming election."

SOUTHERN RAILROAD MEN.

Meeting of General Passenger Agents at the Marlborough Hotel.

About a dozen General Passenger Agents of Southern railroads assembled in one of the parlors of the Marlborough Hotel yesterday for the purpose of discussing a revision of the rules and regulations of the passenger department of the Southern Railway and Steamship Association.

Col. M. Slaughter of Atlanta, Ga., the Passenger Commissioner, presided, and there were present W. A. Turk of Washington, General Passenger Agent of the Richmond and Danville Railroad; H. M. Emerson of Wilmington, N. C., General Passenger Agent of the Atlantic Coast Line; B. W. Wrenn of the East Tennessee, Virginia and Georgia; J. C. Halle of the Georgia Central, A. Madison of the Associated Roads, G. B. Allen of the Richmond and Danville, W. M. Davidson of the Plant system, C. E. Harmon of the Western Atlantic, C. P. Atmore of the Louisville and Nashville, and S. H. Hardwick of the Richmond and Danville.

Some alterations were made in the rules, but they will not become operative until approved by the association, which will meet in Chicago on the 22d of this month.

The Southern railroad men say that the situation is improving throughout the South, and the fears which prevailed two or three weeks ago that there would not be sufficient funds available to move the cotton crop are rapidly disappearing. The leading Southern banks, it is said, are now well supplied with currency.

Chesapeake and Ohio's Steamship Line.

CHICAGO, Sept. 7.—A party of railroad men and exporters left Chicago for Newport News this evening in charge of Edward F. Cost, General Northwestern Agent of the Chesapeake and Ohio Road, to participate in the starting of the new steamship line established by that company to run between Newport News and Liverpool, London, Glasgow, and European ports. This line will open up a new direct through shipping route between St. Louis and Chicago and the seaports, and it is expected to stimulate the direct foreign trade of those cities to a large extent. The Chesapeake and Ohio Steamship Company is virtually the same as the railroad company. It has constructed wharves at Newport News and has established six new steamers on the route, built and equipped with a special view of doing a large live stock trade.

Railroad Notes and Personals.

—E. L. Lomax, General Passenger Agent of the Union Pacific Railroad, deserves the thanks of the community for his little volume on "The Evolution of Artificial Light." While issued for the purpose of setting forth the advantages of the Pintsch light in railroad car lighting, especially as used on the Union Pacific Road, it is a valuable compilation of information on the subject of artificial illumination. The volume, which is a handsome specimen of the printer's art, contains a dainty treatise on the "light of other days," tracing the evolution of light from the primitive torch through its various stages up to the perfected electric light lamps.

—General Manager J. D. Layng of the West Shore Railroad yesterday inspected the betterments on the Jersey Junction Road, the important connecting link between the Erie yards at Jersey City and the West Shore terminus at Weehawken. The laying of a fourth track has just been completed.

—George H. Thomson, engineer of bridges of the New-York Central Railroad, will soon retire from the service of that company, with which he has been for twenty years, to enter into business as consulting engineer, with main office in this city.

—Stockholders of the Richmond Terminal Company assembled in Richmond for their annual meeting yesterday. Mr. Lynch was elected Chairman, and the meeting immediately adjourned to Oct. 19.

—There is news from Buffalo to the effect that the lake and rail lines have decided to restore rates on the 18th inst. to the basis originally agreed upon for the season.

—Daniel Code has been appointed general Superintendent of the Delaware, Susquehanna and Schuylkill Railroad in place of I. E. Umstead, resigned.

—The annual meeting of the stockholders of the Louisville and Nashville Railroad will be held in Louisville, Ky., on Wednesday, Oct. 4.

—C. E. Lambert, General Passenger Agent of the West Shore Railroad, has his hands full just now arranging for special trains to Chicago.

—H. E. Fletcher, H. A. Gardner, and Ansel Oppenheim were re-elected Directors of the Chicago Great Western Road yesterday.

—C. H. Button of Birmingham, Ala., has been appointed Superintendent of the Jacksonville, Mayport and Pablo Railroad.

—Members of the New-York State Street Railway Association will hold their annual meeting in Rochester on the 19th inst.

—The annual meeting of the Northern Pacific Railroad will be held on the 19th of next month in this city.

—D. P. Robinson, First Vice President of the Atchison, Topeka and Santa Fé, is in this city.

—Milton H. Smith, President of the Louisville and Nashville Railroad, is in this city.

—The General Passenger Agents of the Eastern trunk lines will meet next Tuesday.

—W. M. Davidson, General Passenger Agent of the Plant system, is in town.

Will Name a Compromise Candidate.

MONCLOVA, Mexico, Sept. 7.—The news has just reached here of the withdrawal of the Gubernatorial candidacy of Col. José Garzo Galam, the present Governor of the State of Coahuila, and there is much rejoicing over his action. It is reported that Miguel Cardenas, the opposition candidate, has also withdrawn from the race.

This settlement of the political trouble in this State has been brought about through the orders of President Diaz. The name of the compromise candidate, who will be named by the General Government, is not yet known.

Mexico Releases Conductor Munly.

CITY OF MEXICO, Sept. 7.—John S. Munly, the American employed as conductor on the Mexican Southern Railroad, who has been imprisoned by the authorities of Puebla for the last eight months, has been released on bail, through the strenuous efforts of Minister Isaac G. Gray.

Munly was in charge of a passenger train that was ditched last December and caused the loss of several lives. Investigation, and the testimony of the railroad officials have clearly proved that the accident could not have been averted. His trial is still pending.

OLYMPIA SOON TO BE TESTED.

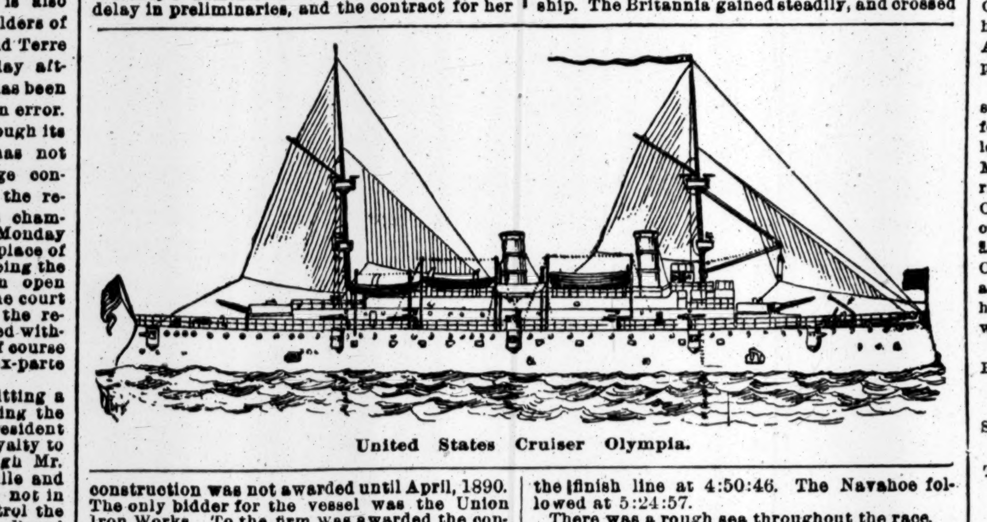
The New Cruiser the Best of Her Type Yet Constructed—Armor Tests and Ordnance.

WASHINGTON, Sept. 7.—The fourth ship built on the Pacific coast for the navy will have her official trip in a few weeks, and if she does as well as her predecessors constructed by the Union Iron Works the Government will add to its number of war ships one of the finest cruisers of her type afloat. This vessel, the Olympia, has been cruising around San Francisco Bay during the last week on a preliminary trial. From reports of her performance received at the department it is expected she will fully come up to contract requirements, and will very probably exceed the called-for speed of 20 knots an hour, on a continuous run of four hours, by one knot and perhaps a little better.

Very little is heard of this ship, but by officers she is considered the finest type of cruiser we shall have in the navy. She has no protection, and in general character is more like the Baltimore than any other vessel of the navy, only she is 1,000 tons larger and is expected to make greater speed.

She is by far the largest unarmored cruiser ever constructed for the navy, and will have a steaming radius greater than that of any other cruiser of her type. With a coal capacity of 1,300 tons, she is expected to keep at sea for 13,000 miles at a 10-knot an hour gait. She must have a sustained sea speed of 19 knots, which is far ahead of what is generally found in ships of this class. She has a powerful battery for a cruiser and will be one of the most efficient commerce destroyers in the navy.

The Olympia was authorized under Secretary Whitney's administration, but there was long delay in preliminaries, and the contract for her construction was not awarded until April, 1890. The only bidder for the vessel was the Union Iron Works. To the firm was awarded the contract at its proposal of $1,796,000, or only a few thousand dollars within the limit fixed by Congress for the construction of the ship. The vessel was to have been completed last April, but, like nearly all the vessels built for the navy, she will be months overdue.



United States Cruiser Olympia.

The department has the preparation of instructions to govern her trial now under consideration, and it is expected the board will be ordered to superintend it in the next week or two. This board will be selected from officers serving on the Pacific coast. The course over which she will run will be the same as that taken by the Charleston and the San Francisco, and is known as the Santa Barbara Channel course. Plenty of water is to be had there, and no obstacles are in the way for a clear run when once she gets under steam. The Olympia will be the fifth vessel which will have her official trial during the next month or two, the others being the Castine, Montgomery, Marblehead, and Columbia.

The second test of a seventeen-inch plate representing 300 tons of armor for the barbettes of the battle ship Indiana will be held at the Indian Head Proving Station this week. The plate has arrived from the Bethlehem Company, and is now being backed and braced for the attack of the twelve-inch rifle, which is to hurl against it three projectiles weighing 850 pounds each. The velocity of the shots will vary from about 1,300 feet per second for the first shot to 1,875 for the third. The plate is from a lot of armor for the second barbette. At the last trial of a seventeen-inch plate for the first barbette, the plate stood the attack admirably, although it did not win a premium for the Bethlehem Works.

Rapid work is being made by the ordnance shops here on the construction of the thirteen-inch rifles for the four battle ships now under construction, and it is expected that by the close of the year at least seven of them will be ready for testing at the proving grounds. Three are already finished and are awaiting trial, and the others are well under way. To mount one of these guns ready for firing requires much care and time and a good deal of space, so it is not probable that any attempt will be made to place them in position until the armor trials, which will take place during the next month, are over. It is stated at the Ordnance Bureau that all of these heavy guns will be ready to place aboard ship many months before they are in commission, as will also the lighter batteries. So far the ordnance shops are ahead in the construction of guns for the first time, and they have now more finished than will be required to install on ships for the next year.

A CRACKER FACTORY SEIZED.

The Proprietor Had Refused to Enter the Trust and Was Forced to the Wall.

NEW-ORLEANS, Sept. 7.—The Sheriff to-day seized the bread and cracker factory and other property of Bernard Klotz & Co., Limited, to satisfy judgments aggregating $4,000 in favor of J. & M. Schwabacher & Co. of this city. The Klotz factory had the distinction of being the only one in the South not in the Cracker Trust, and for years past made a tremendous fight against that combination, many times refusing tempting offers to enter its membership. It did a big business, and was rated at considerably over $100,000.

Klotz repeatedly charged conspiracy on the part of the trust to either force him out of business or to succumb and join its ranks, and he recently discharged his leading clerk, Mr. William Scholl, it being said that Scholl had been working in the interest of the trust while remaining in Klotz's employ.

Klotz and his son, on the 30th ult., entered the Olympia Athletic Club, of which Scholl is President, cursed and struck him, and then shot Scholl, inflicting a serious wound. About the same time various concerns began filing suits against Klotz, and it was a judgment on one of these which the Sheriff to-day executed.

The general rumor in mercantile circles is that Klotz allowed the suit to go undefended in order that the factory might fall into the hands of local people, and that a company of leading New-Orleans merchants will organize to control the factory, retaining Klotz in charge and so keep the institution out of the hands of the Cracker Trust.

Statement from an Alleged Defaulter.

CITY OF MEXICO, Sept. 7.—E. M. Donaldson, the Kansas bank President, who is now in this country and is alleged to be a defaulter in the sum of $600,000, makes public here a long statement in answer to the charges against him. He says, among other things:

"I never 'stole,' misappropriated, embezzled, or forged one cent from any person or corporation, and I challenge unbiased judgment upon every business act of mine. I shall refute the charges made against me, and shall carry out my original purpose and invest as much as I might have available and the money of others relying upon my judgment in coffee lands and other enterprises of Mexico."

Donaldson is at Puebla, Mexico.

Suicide of a Scotch Immigrant.

William Ferguson, a Scotchman, who arrived here last Saturday by the steamer City of Rome, committed suicide yesterday by hanging himself at an immigrant boarding house at 10 West Street, where his friends, George Frazier and R. Smith Taylor, were stopping. Ferguson had gone up town to lodge, and on Wednesday he called on his friends and complained that he could not get work. He had been drinking, and threatened to kill himself. Yesterday afternoon he called again and said he had been robbed of $60. His clothes were torn, and he looked as though he had had rough treatment. Taylor took him to his room and told him to rest himself, and left him. When Taylor returned at 5 o'clock he found Ferguson dead and hanging by a leather strap to the bedpost. Deputy Coroner O'Hare was summoned, and gave the dead man's friends permission to remove the body, as they said they would bury it.

Fireman Falls from a Locomotive.

WHITE PLAINS, N. Y., Sept. 7.—Herbert Blake, twenty-two years old, a fireman on an engine attached to a shop train on the Harlem Railroad, fell from the engine as the train was coming out of the Fourth Avenue tunnel at Ninety-ninth Street, New-York, last evening. He rolled across the opposite track. A Saratoga express train narrowly missed cutting him in two. He was taken to the Harlem Hospital, where it was found that his skull and right leg below the knee were fractured. His chances of recovery are very slight. Blake lives at Mount Vernon with his widowed mother.

His brother, who was also a fireman, was killed in the Pelhamville accident several years ago.

BEATEN OVER HALF AN HOUR.

The Britannia Fairly Ran Away from the Navahoe.

RYDE, Isle of Wight, Sept. 7.—A strong northwest wind blew all this morning. The Channel was rough, and it was doubtful whether the second race for the International Gold Cup could be sailed to-day.

The Britannia and the Navahoe went out early so as to be ready to start if the weather permitted.

The rendezvous of the yachts was outside Nab Lightship. They reached it before 10:30 and sailed about hither and thither with reefed mainsails and no topsails until 11:30, when final preparations for the start were made. The course was from Nab Lightship, off the east coast of the Isle of Wight, around Owers Lightship, then twenty miles to windward or leeward, and return.

The Britannia crossed the line at 11:45:13, the Navahoe at 11:45:15. For the first mile and a half both yachts had all sails set. Then the Navahoe took in her spinnaker, but soon afterward she reset it. The Britannia meantime left her spinnaker untouched. The yachts made a fine run out to Owers Lightship, keeping so near each other that from the shore it was difficult to see which was ahead.

The Navahoe got around the lightship two minutes ahead of the Britannia. On going to windward, both yachts got out of the course. The Britannia was first to see the mark boat, took the best course, and got around well in advance of the Navahoe. After turning, they had a very strong wind. Both had to house their topmasts, and the Navahoe damaged her peak halyards so badly that she could not set her jib during the run back to the Nab Lightship. The Britannia gained steadily, and crossed the finish line at 4:50:46. The Navahoe followed at 5:24:57.

There was a rough sea throughout the race.

The Navahoe met with several misfortunes during the race to-day. While going toward Owers Lightship, being then in the lead, her new spinnaker of silk and hemp split at the top and bottom. Although the rents were not enough to make the sail useless, the accident enabled the Britannia to overhaul the Navahoe. On her return one of the Navahoe's purchase halliards gave way. Later she lost her jib outhauling gear, this practically ending the contest.

The Navahoe finished in rocky shape, leaning heavily, but she came in very rapidly considering the circumstances. When she was overhauled it was found that the damage she had sustained was not very serious and could be repaired during the night. Mr. Carroll says the Navahoe will be ready at 11 o'clock in the morning for the race over the long Victoria course. This course gives little open sea.

Experts confess that the Navahoe has not been favored by fortune, but the Britannia's superiority is unquestioned. The result of to-morrow's race is considered a foregone conclusion.

The Navahoe's Poor Work.

LONDON, Sept. 7.—The Times, commenting on the gold cup yacht race, says:

"It was nothing but superior speed that made the Britannia win, the Navahoe having the best of the wind on three occasions. In view of previous races it is a fair inference to draw that the Valkyrie would have led the Britannia all around the course. Yesterday's match may be taken as a trustworthy test. Although the Navahoe was cut down, she still immeasurably exceeds the Britannia in sail-spread.

"The only conclusion is that the Navahoe is of an inferior model. There were instances when a critical eye could see faults in the Navahoe's management, but these had no effect on the result, and in open water a yacht to beat the Valkyrie must be fully twenty minutes faster than the Navahoe."

RUSHING BACK TO TOWN.

Summer Visitors Returning to Their Homes After a Very Brief Season.

The yearly return to town has begun. The incoming trains are daily bringing hundreds back to the city, and the watering places and mountain resorts are the losers.

This has been a short season. The home-coming began more than a week ago, and ever since the railroad stations have been littered with trunks, valises, and handbags. The express companies have had all they could do to take care of the increase in business, and one concern refused to receive more than a prescribed amount of shipments.

The baggage room in the Grand Central Station has been blocked for a week, and to get a trunk away meant waiting patiently for hours. Baggagemaster Stephen McCully said yesterday to a reporter for The New-York Times:

"Yes, I should say we had an increase on the usual yearly quota. Why, this place has been jammed for a week, and it is all we can do to keep things even, let alone hoping to clear out the place."

Along the wharves the same condition prevails.

One of the express agents said that a great deal of the baggage which he received from Saratoga and the Catskills was consigned to points in New-Jersey and Pennsylvania.

Surrogate Rastus S. Ransom returned from his Summer vacation Tuesday and began work in the Trial Term of his court. The Surrogate is one of the hardest-working men on the bench. His devotion to duty is often commented upon. In fact, for years it has led him to refrain from taking any vacation at all, in order that he might keep up with the work in his court.

It is generally admitted that he has disposed of more cases than any other one man on the bench since he has been Surrogate. With the election of an additional Surrogate last Fall Mr. Ransom felt that he could take a rest this year, and his appearance yesterday indicated that it had done him a world of good.

BUSINESS TROUBLES.

RECEIVERS APPOINTED.—Thomas Rogers of Jamaica has been appointed receiver in supplementary proceedings for George D. Smith, who kept the Columbia and Metropolis restaurants on Fourteenth Street near University Place, in the suit of the Bank of the Metropolis, which entered judgment against him on Sept. 5 for $26,415. His wife now owns the business at 48 East Fourteenth Street, and the only property now owned by him is 55 State Street, Rochester, N. Y., which is mortgaged for $81,700, which he thinks may be worth more than the incumbrance on it. T. F. Pollard has been appointed receiver of the kindling-wood business carried on by John E. Ettel and Henry A. Kunath at 525 to 531 West Fifty-fifth Street, on the application of the latter, who wants the partnership dissolved. Mr. Kunath said he had been a partner with Mr. Ettel since 1877 by a verbal agreement, and that Mr. Ettel, three weeks ago, had disappeared, and his whereabouts cannot be ascertained. Mr. Kunath thinks the assets, if properly husbanded, may be sufficient to pay the debts. The assets consist of the lease of 525 to 531 West Fifty-fifth Street, a large stock of goods, book accounts, and the good will of the business.

THE HASKIN WOOD VULCANIZING COMPANY has been sued by the Atlantic Trust Company to foreclose a chattel mortgage dated May 1, 1890, for $200,000, given to secure bonds for that amount. The mortgage covers the plant and buildings of the company at the foot of East Nineteenth Street and at One Hundred and Fifty-fifth Street and Harlem River, and also franchises and patents. It is alleged that the interest on the bonds due May 1 last has not been paid, that creditors threaten attachment, and a receiver of the property is asked for to prevent its being separated. The company was incorporated in April, 1890, and was capitalized at $5,000,000. Wealthy men of this city, Cleveland, Columbus, Chicago, and Denver became interested in it. Daniel P. Eells of Cleveland was President, Daniel Myers of Cleveland Vice President, H. E. Chubb Secretary, and Samuel E. Haskin General Manager. The Company never had any rating at Bradstreet's. A large amount of money was spent on the plant and in experimenting, but the business, it is said, has not been very profitable. According to the annual report in January last the receipts for 1892 were $221,752 and expenditures $223,998. It was said that $100,000 had been put in the business during the year.

PIETRO INDELLI, contractor, has been attached for $452 in favor of Charles C. Schildwachter, on the ground that he was about to dispose of his property. When called upon to pay the bill he said, it is alleged, that he would put everything in the name of his brother, who was coming from Italy, so that nothing could be collected from him, as certain persons were making large claims—one for $65,000—against him for negligence in blasting rocks in East One Hundred and Twenty-second Street, where a fatal blast occurred about six weeks ago.

D. LEWIS MOORE of Philadelphia has been attached for $2,065 in favor of Leopold Mayer on notes of the Deelmore Manufacturing Company of Philadelphia to the order of George Campbell & Co., which were indorsed by Mr. Moore, the goods having been sold on the strength of that indorsement. The attachment was served on commission merchants in this city.

CHARLES H. PINE, doing business as the Puritan Yarn Company, of 56 Worth Street, has been attached for $4,549 in favor of Harding, Whitman & Co. for merchandise. Mr. Pine has been in the yarn business about ten years, doing business with out of town mills, and has had several judgments entered against him in the past.

J. J. GEORGE FURNITURE COMPANY.—Three of the largest stockholders of the J. J. George Furniture Company of Buffalo, N. Y., have applied for the dissolution of the corporation and the appointment of a temporary receiver. The assets are about $18,000 and the liabilities over $19,000.

JAMES BOLE, carpet manufacturer, of Philadelphia, has been attached for $1,174 in favor of Buckingham & Paulsen.

SCOTSMEN AT THEIR GAMES

WEARERS OF TARTAN AND PLAID IN COMPETITIONS.

Ten Thousand Members of the Caledonian Society and Friends Enjoy the Sports at Jones's Wood—Amateurs Turn Professionals in Order to Try for Rich Prizes—Highland Flings and Reels—An Exciting Three-Mile Race—McClelland's Great Spurt.

Bonnie Scotland was well represented at Jones's Wood and Washington Park yesterday afternoon. It was the thirty-seventh annual picnic and games of the New-York Caledonian Society, and every patriotic son and daughter of fair Scotland in this city was present.

There was a parade in the morning, and when the park was reached the men in kilts were greeted with a roar of artillery. There was a big crowd in attendance, and the games were watched with great interest. The most interesting, perhaps, was the five-mile run open to everybody. In this event Peter Priddy, "Tim" McCarthy, and Everett McClelland started. McCarthy cut out the pace from the start, and Priddy soon fell behind. McClelland, however, persevered, and kept in the wake of the fast Bostonian. On the last lap McClelland made a grand spurt and won the event by about two yards.

The three-mile race was also exciting. Priddy, Cox, and Grant made a gallant struggle for first honor, but Priddy was the first to breast the tape. At the finish only about a yard divided the three prize winners.

In all the races money prizes were offered, and several of the amateurs in this vicinity turned professional in order to compete. Among those who left the amateur ranks were C. L. Nicoll, the old Manhattan walker and ex-amateur champion; Morris Levy, the speedy walker of the Pastime Athletic Club; Frank Barnard, the fast quarter-mile man of the Union Athletic Club of Brooklyn, and W. M. Christie of the New-Jersey Athletic Club. The latter is a sprinter. They all took part and can never compete again as amateurs. Christie has been entered at the World's Fair games, and was considered a coming sprinter.

Below will be found a summary of the games:

Best Dressed Highlander, Open to Sister Societies.—Won by James Atchison, New-York CC; R. Anderson, Boston CC, second; T. D. Adair, Boston CC, third.

Scotch Reel, Open to Sister Societies.—Won by J. R. Lamb, Brooklyn CC; W. Cameron, New-York CC, second; W. G. Sorlie, New-York CC, third.

Throwing Heavy Hammer, Open to Sister Societies.—Won by Gideon Perrie, Ontario; distance, 98 feet 5 inches; D. C. Ross, second, 98 feet 3½ inches; W. F. Scott, Ontario, third, 89 feet 3¾ inches.

Tossing the Caber, Open to Sister Societies.—Won by G. Perrie, Ontario, distance, 40 feet 10½ inches; W. F. Scott, Ontario, second, 40 feet 8 inches; D. C. Ross, third, 38 feet 5½ inches.

Putting the Light Stone, 14 Pounds, Open to Sister Societies.—Won by G. Perrie, Ontario; distance, 46 feet 6¾ inches; W. F. Scott, Ontario, second, 39 feet 10¾ inches; G. Brown, Brooklyn Caledonian Club, third, 39 feet 7 inches.

100-Yard Dash, Open to All.—Won by T. Burrows, Worcester, Mass.; S. Farrell, Rockville, Conn., second; W. Donovan, Natick, Mass., third. Time—0:10 1-5.

100-Yard Run, Scratch, for Members Only.—Won by E. Fraser; A. Hope, second; M. McLeod, third. Time—0:11 3-5.

Running Hop, Step, and Jump, Open to All.—Won by J. P. Watson, Toronto; distance, 47 feet 2½ inches; T. Burrow, Worcester, second, 46 feet 11 inches; G. Brown, Brooklyn Caladonian Club, third, 44 feet 11½ inches.

Hitch and Kick, Open to All.—Won by Owen McNeill, Waterbury, Conn.; height, 8 feet 10¾ inches; George Brown, Brooklyn Caledonian Club, second, 8 feet 9¾ inches; G. Slater, Albany, third, 8 feet 8¾ inches.

880-Yard Run, Open to All.—Won by Steve Farrell, Rockville, Conn.; J. Leavitt, Boston, second; P. Hegelman, New-York, third. Time—2:08½.

Running Broad Jump.—Won by J. P. Watson, distance 22 feet ½ inch; T. Burrows, Worcester, Mass., second, 21 feet ½ inch; Owen O'Neill, third, 20 feet 6½ inches.

Pole Vault for Height, Open to All.—Won by J. P. Watson, 9 feet 9 inches; W. F. Scott second, 9½ feet; Owen O'Neill third, 9 feet.

Water-Pail Race, One Lap, Open to All.—Won by W. Donovan, Natick, Mass.; George Emslie second, W. M. Christie, New-Jersey AC, third. Time—0:33.

Tug-of-War Teams of Eight.—Highland Guard team beat the Thistles in two consecutive pulls. Time—1 minute and 1½ minutes.

Three-Mile Run, Open to All.—Won by Peter Priddy, Pittsburg; Nick Cox, New-York, second; James Grant, Boston, third. Time—18:24 1-5.

Highland Fling for Boys and Girls Under Fifteen Years.—Won by Ida Louttit; George Carswell second, Roderick Moore third.

Quarter-Mile Run, Open to All.—Won by Steve Farrell; W. Donovan second, T. Burrows third. Time—0:53 1-5.

Boys' Race, 220 Yards, for Members' Sons Under Twelve Years.—Won by George Simpson, Jesse Simpson second, William Lawson third. Time—0:37 2-5.

One-Mile Run, for Members.—Won by Evan Fraser, M. McLeod second, John Emslie third. Time—5:07.

Sack Race, 220 Yards, Open to All.—Won by W. Irving, Philadelphia; J. J. Cole, New-York, second; W. M. Christie, New-Jersey AC, third. Time—1:06 3-5.

Five-Mile Run, Scratch, Open to All.—Won by E. C. McClelland, Pittsburg; Timothy McCarthy, Boston, second; Peter Priddy, Pittsburg, third. Time—26:45.

Broadsword Dance.—Won by W. G. Sorlie; William Cameron, second; J. R. Lamb, third.

220-Yard Hurdle Race, Open.—Won by Steve Farrell; W. M. Christie second, W. Donovan third. Time—0:30 2-5.

Highland Fling.—Won by William Cameron; J. G. Sorlie second, John Miller third.

Running High Jump, Open.—Won by Owen O'Neil; J. R. Watson second, George Brown and F. W. Malley tied for third. The height was not measured.

220-Yard Hurdle Race for Members.—Won by W. Irving, James Cummings second. Time—0:36 4-5.

After the games dancing was indulged in and the followers of "Bobbie" Burns kept time to the music in grand style. It was acknowledged that the best bagpipe players present were "Jack" Fraser and "Bill" Squires of the City of Rome.

A STAKE FOR JACK OF SPADES.

Galilee's Poor Handling Gave the Great Eastern to the Belmont Horse.

There was a goodly outpouring of people to the Coney Island track yesterday to see the running of the Great Eastern Handicap, one of the star events of the Autumn meeting of the club. What the field lacked in quality it made up in quantity, for there were sixteen starters for the race, which was run over the Futurity course. Galilee, who ran second to Domino in the race for the Futurity, was made the favorite in the betting, and would have won but for the fact that the lad Griffin, who rode him, was so anxious to make a grand-stand finish that he threw away the prize.

The winner turned up in Jack of Spades, a colt owned by Mr. August Belmont, and that his colors should have shown in front at the finish was a source of gratification to all lovers of racing, as the stable has not met with so much success as its owner deserves.

The victory was achieved only after a bit of the hardest kind of riding by Hamilton, who actually snatched victory at the very door of defeat. Galilee had made the running all the way from the start, with Jack of Spades, Wernberg, Flirtation, and Ameer close up to the front. Galilee led the party into the stretch by a couple of lengths, while Hamilton on the extreme outside of the track, Doggett on the extreme inside, riding Wernberg, and Flirtation, Ameer, and Ellen in the middle of the course were all under the whip and riding or being ridden hard. Fifty yards from the finish, and with the race apparently won, Griffin ceased his efforts on Galilee, seemingly for the purpose of making a fine finish. Galilee stopped rather more rapidly under him than he had expected, and the result was that by a bit of very clever and hard riding Hamilton got the Belmont colors home ahead of Flirtation, who, urged to the last ounce at the finish by Irving, also managed to get home ahead of Galilee. The three were only separated by the very narrowest of margins at the end of the race, and it required the decision of the judges to tell all but the experts in such matters, who were well placed to judge the finish, which one of the trio was the winner. The finish was as exciting as that in the Futurity, though the struggle for the victory was of much shorter duration. Wernberg, who finished in the fourth place, was beaten a length and a half, with the rest of the field well strung out.

FIRST RACE.—Seven furlongs. Time—1:27 2-5.

Sir Matthew, 110 pounds, (Midgely,) won by a head; Highland, 108, (Doggett,) second by two lengths; Mary Stone, 107, (Hamilton,) third. Martyrdom, 101; Tulla Blackburn, 107, and Ambulance, 107, also ran and finished as named.

Betting.—Against Sir Matthew, 3 to 1, even money, and 1 to 2; Highland, 7 to 5, 3 to 5, and 1 to 3; Mary Stone, 10 to 1, 4 to 1, and 2 to 1; Martyrdom, 6 to 1; Tulla Blackburn, 6 to 1; Ambulance, 30 to 1.

Mutuals paid on Sir Matthew $18.05 straight and $9.35 for place; on Highland for place, $7.15.

SECOND RACE.—One mile and an eighth. Time—1:56.

Candelabra, 103 pounds, (Midgely,) won by a length; Diablo, 106, (Hamilton,) second by a neck; Count, 100, (J. Lambley,) third.

Betting.—Against Candelabra, 3 to 5 and out; Diablo, 9 to 2 and 4 to 5; Count, 3 to 1 and 1 to 2.

Mutuals paid on Candelabra $8.25 straight and $5.55 for place; on Diablo for place, $6.85.

THIRD RACE.—One mile. Time—1:40 4-5.

Evanatus, 84 pounds, (McClain,) won by two lengths; Aloha, 117, (McCafferty,) second by a head; Tigress, 88, (H. Taylor,) third. Best Brand, 92; Arab, 95; Acclaim, 100; Michael, 108, and Long Beach, 107, also ran and finished as named.

Betting.—Against Evanatus, 12 to 1, 5 to 1, and 2 to 1; Aloha, 3 to 1, even money, and 1 to 2; Tigress, 2 to 1, 4 to 5, and 1 to 3; Best Brand, 12 to 1; Arab, 5 to 1; Acclaim, 12 to 1; Michael, 4 to 1; Long Beach, 20 to 1.

Mutuals paid on Evanatus $90.25 straight and $20.15 for place; on Aloha for place, $11.60.

FOURTH RACE.—The September Stakes, for three-year-olds. One mile and three-eighths. Time—2:24.

W. Easton's br. c. imp. Bassetlaw, 105 pounds, by St. Simon-Marquesa, (Hamilton,) won by a length; Cadmus, 102, (Irving,) second by half a length; Sir Francis, 125, (Garrison,) third. Saragossa, 109; Restraint, 102; Wormser, 102, and Young Arion, 102, also ran and finished as named.

Betting.—Against Bassetlaw, 3 to 5 and out; Cadmus, 6 to 1, 2 to 1, and 4 to 5; Sir Francis, 7 to 2, 6 to 5, and 1 to 2; Saragossa, 15 to 1; Restraint, 25 to 1; Wormser, 25 to 1; Young Arion, 15 to 1.

Mutuals paid on Bassetlaw $8.95 straight and $6.15 for place; on Cadmus for place, $10.05.

FIFTH RACE.—The Great Eastern Handicap, for two-year-olds. Futurity course. Time—1:13.

Blemton Stable's b. c. Jack of Spades, 114 pounds, by Magnetizer-Nellie James, (Hamilton,) won by a head; Flirtation, 103, (H. Taylor,) second by a head; Galilee, 113, (Griffin,) third. Wernberg, 107; Ellen, 101; Ameer, 105; Longdale, 108; Strathflower, 104; Sir Excess, 105; Half Mine, 91; Ella Smith 100; Runaway, 98; St. Julien, 108; Illusion, 98; Doolittle, 91, and Aurelian, 107, also ran and finished as named.

Betting.—Against Jack of Spades, 4 to 1, 8 to 5, and 3 to 5; Flirtation, 8 to 1, 3 to 1, and 8 to 5; Galilee, 5 to 2, even money, and 1 to 2; Wernberg, 12 to 1; Ellen, 20 to 1; Ameer, 5 to 1; Longdale, 6 to 1; Strathflower, 20 to 1; Sir Excess, 12 to 1; Half Mine, 40 to 1; Ella Smith, 20 to 1; Runaway, 60 to 1; St. Julien, 20 to 1; Illusion, 60 to 1; Doolittle, 100 to 1; Aurelian, 20 to 1.

Mutuals paid on Jack of Spades $30.25 straight and $13.35 for place; on Flirtation for place, $13.75.

SIXTH RACE.—One mile and a quarter, on turf. Time—2:10.

Victorious, 105 pounds, (Irving,) won by a length; Gloaming, 130, (Garrison,) second by a length; Lizzie, 118 (Doggett,) third. Galindo, 130, also ran.

Betting.—Against Victorious, 11 to 5, and 7 to 10; Gloaming, 8 to 5, and 1 to 2; Lizzie, 15 to 1; Galindo, 3 to 1.

Mutuals paid on Victorious $25.10 straight and $8.10 for place; on Gloaming for place, $6.30.

THE ENTRIES FOR TO-DAY'S RACES.

FIRST RACE.—Seven furlongs. Rosa H., 109 pounds; Key West and Tom Tough, 108 each; May Win and Madrid, 107 each; Kirkover, 104; Peruvian and Speculation, 102 each; Treasure and Raynard, 100 each; Lou Rhett, 93.

SECOND RACE.—Futurity course. Lady Bess and Red Banner, 119 pounds each; Midnight, Don Alonzo, Simmons, Uncle Jess, and Herald, 112 each; Lustre, Mask, Annie Bishop, Lady Violet, and Hugh Penny, 109 each.

THIRD RACE.—Five furlongs. Ontario, 108 pounds; Patrician, 107; Clarke, 105; Pecksniff and Bandit, 104 each; Little Matt and St. Pat, 103 each; Rightmore, 102; Factotum and Tenacious, 101; Equation and My Lady, 100 each; Little Pirate, Conners, and Busiris, 98 each; Belle Swift, 95.

FOURTH RACE.—One mile. Reckon, 124 pounds; Aloha and Rudolph, 114 each; Prince George and Ramapo, 108 each; Soundmore, 104; Lizzie, 103; Count and Daily America, 100 each.

FIFTH RACE.—Futurity course. Stonenell, 122 pounds; Correction, 119; Tom Harding, 111; Lady Bess and Roslyn, 105 each; Will Elliot, 106.

SIXTH RACE.—One mile, on turf. Watterson, 121 pounds; Best Brand, 117; Nero, 116; Void, 108; Lifeboat, 104; Clio colt, Wormser, Marshall, and Tiny Tim, 100 each.

TROTTING AT POINT BREEZE.

An Accident to Mr. Greenwood's Mare Loses a Race.

PHILADELPHIA, Sept. 7.—Grey Dawn cut a tendon in the third heat of the 2:29 trot at Point Breeze to-day and fell an easy victim to Sleepy Ned. The free-for-all race was called so late that but one heat could be trotted. The summaries:

2:29 Class.—Trotting; purse $1,000.

Sleepy Ned, b. g., by Hannibal, (Davis)	2	2	1	1	1
Grey Dawn, g. m., by Startle, (Rathman)	1	1	2	2	4
Jennie Bell, b. m., (Manlove and Clark)	4	5	4	3	2
Despair, br. g., (Kelly and Grady)	5	3	3	4	3
Walter K., blk. g., (Jackson)	3	4	5	dr.	
Willis, b. s., (Fero)	dis.				

Time—2:22½; 2:23¾; 2:25¼; 2:25¼; 2:28.

2:19 Class.—Trotting; purse $1,000.

Oro Wilkes, blk. s., by Guy Wilkes, dam by Buccaneer, (Goldsmith)	1	5	2	1	1
Myrtle R., b. m., by Monaco, (Starr)	5	1	1	4	2
William Penn, br. s., (Tuft)	2	6	3	2	3
Martin K., ch. g., (Clark)	3	3	4	5	4
C. F. Isemmger, b. g., (Pawling)	6	4	5	3	5
Alcyone, Jr., ch. s., (Burch)	4	2	dis.		

Time—2:15¼; 2:18¼; 2:15¼; 2:19; 2:17½.

Free-for-All, Trotting; purse $1,500.

Muta Wilkes, b. m., by Guy Wilkes, dam Montrose, by Sultan, (Goldsmith)	1
Harry C., blk. g., (Carpenter)	2
Martha Wilkes, b. m., (Palmer)	3
Grace Napoleon, b. m., (Starr)	4

Time—2:14.

Trotting at Chicago.

Juvenile Stakes; purse, $1,000; two-year-olds; 3:00 class; trotting; best two in three.

Axinite, blk. c., by Axtell, dam Seldom, by Durango, (Boyce)	4	1	5	1
Billy Parks, gr. c., by Dauntless, (Jamison)	2	2	1	2
Cervus, b. c., by Spinx, (Martin)	1	6	2	3
Dora N., b. f., by Forest Duke, (O'Hare)	3	3	3ro.	
Norline, blk. f., by Carallold, (Gauntlett)	6	7	4ro.	
Election, blk. f., by Ambassador, (Maloney)	7	5	dis.	
Almira Highwood, b. f., by Highwood. (Thomas)	5	4	dis.	

Time—2:27½; 2:24½; 2:26¾; 2:27¼.

Electric Purse, $1,200; three-year-olds; trotting; best two in three.

Georgia Lee, blk. f., by Gambetta Wilkes; dam Nutmontie by Nutwood, (Reap)	1	1
The Conqueror, ch. c., by Egotist, (Chandler)	2	5
Avena, ch. f., by Palo Alto, (Hickok)	6	2
Dancourt, blk. c., by Ambassador, (Maloney)	3	3
Margrave, r. c., by Baron Wilkes, (Dickerson)	5	4
Wilkes Maid, blk. f., by Young Wilkes, (Ernest)	4	6

Time—2:18; 2:19.

Jackson Park Purse, $1,500; 2:34 Class.—Trotting. Best two in three.

Charlie C., br. g., by Brown Jug, dam unknown, (Kelly)	1	1
Edwin K., br. g., by Knot, (Coville)	2	2
Bian Alco, b. s., by Artemus, (Douglas)	3	3
M. R., br. g., by Raven Goldlust, (Brown)	4	dis.

Time—2:23; 2:22.

2:12 Class, Trotting.—Purse $1,500.

Phoebe Wilkes, br. m., by Hambletonian Wilkes, dam Dolly Smith, by Fiske's Mambrino Chief, Jr., (McHenry)	4	1	1	1
Harrietta, b. m., (Davis)	6	2	2	2
Reina, blk. m., (Dickerson)	2	3	6	4
Mark Sirius, c. h., 5, (Shuler)	8	5	3	5
Vic H., br. m., (Kelly)	5	4	4	3
Pat Downing, b. g., (Leap)	1	6	5dis.	

Time—2:13¾; 2:13; 2:11½; 2:11.

MATCH.—Trotting, best two in three.

Jerome Taylor, ch. s., by St. Jerome, dam Red Wing, by Bay Diamond, (Everts)	1	1
Nemo, br. s., by Clay, (Thomas)	2	2

Time—2:21½; 2:22.

BEATEN IN SEVEN INNINGS.

Cincinnati Had No Trouble in Defeating New-York's Players.

The New-York Baseball Club continued its downward career yesterday, when, with Rusie as pitcher, they lost a game to the Cincinnati men in seven innings. The visitors were superior both at the bat and in the field, as the following score shows:

CINCINNATI.	R.	1B.	PO.	A.	E.	NEW-YORK.	R.	1B.	PO.	A.	E.
Latham, 3b.	0	1	1	0	0	Stafford, cf.	1	1	1	0	2
McPhee, 2b.	2	1	1	3	1	Ward, 2b.	0	1	2	2	1
Holliday, cf.	2	1	3	0	0	Tiernan, rf.	0	0	1	0	0
Vaughn, c.	1	2	2	0	0	Davis, 3b.	1	1	2	3	0
McCarthy, rf.	1	2	2	0	0	Connor, 1b.	1	1	10	0	0
Motz, 1b.	0	2	11	0	0	Burke, lf.	0	0	1	0	0
Canavan, lf.	0	0	1	0	0	Milligan, c.	0	1	7	0	1
Smith, ss.	0	0	2	2	1	Rusie, p.	0	0	0	2	0
King, p.	0	1	0	1	0	Fuller, ss.	1	1	0	2	0
Parrott, p.	0	0	0	1	0						
Total	6	10	21	10	2	Total	4	5	21	10	4

Cincinnati	0	0	2	0	4	0	0	—6
New-York	0	1	3	0	0	0	0	—4

Earned runs—Cincinnati, 3; New-York 3. First base on errors—Cincinnati, 1; New-York, 1. Left on bases—Cincinnati, 11; New-York, 6. First base on balls—Off King, 3; off Parrott, 4; off Rusie, 4. Struck out—By King, 1; by Rusie, 5. Home run—Davis. Two-base hits—McCarthy, Motz, Milligan. Sacrifice hits—Holliday, Vaughn, Canavan, Ward, Tiernan, Davis. Stolen bases—Latham, Vaughn, Motz, Canavan, Connor. Double play—Motz, unassisted. Wild pitch—Rusie. Umpire—Mr. Hornung.

Brooklyn Wins a Game.

The Brooklyn players had little trouble in defeating the St. Louis team yesterday by the following score:

ST. LOUIS.	R.	1B.	PO.	A.	E.	BROOKLYN.	R.	1B.	PO.	A.	E.
Dowd, rf.	1	3	2	0	0	Griffin, cf.	2	1	2	0	0
Shug't, 3b, cf.	1	2	1	0	0	Daly, 2b.	1	1	8	4	1
Frank, lf.	0	1	0	0	0	Brouth's, 1b.	1	2	6	1	0
Werden, 1b.	0	2	8	1	0	Foutz, lf.	1	2	3	1	0
Ely, ss.	0	1	0	2	0	Hatfield, 3b.	0	0	3	1	3
Gooden'h, cf.	0	0	1	0	0	Burns, rf.	1	2	0	0	0
Crooks, 3d b.	0	0	3	2	0	Corcoran, s.s.	0	0	1	8	0
Quinn, 2b.	0	1	4	2	1	Kinslow, c.	1	3	4	1	1
Gleason, p.	0	0	1	4	0	Sharrott, p.	0	0	0	0	0
McCauley, c.	0	0	5	1	2						
Total	3	8	24	12	4	Total	6	12	27	16	5

St. Louis	1	0	0	0	0	0	1	0	1—3
Brooklyn	1	2	0	1	1	0	0	1	…—6

Earned runs—Brooklyn, 4. First base by errors—St. Louis, 3; Brooklyn, 2. Left on bases—St. Louis, 11; Brooklyn, 6. First base on balls—Off Sharrott, 6; off Gleason, 1. Struck out—By Sharrott, 2; by Gleason, 1. Two-base hits—Shugart, Gleason, Burns. Sacrifice hits—Daly, Foutz, Hatfield, Corcoran, Sharrott. Stolen bases—Dowd, (2,) Werden, Griffin, Daly. Double plays—Kinslow and Brouthers; Corcoran, Daly, and Brouthers. Hit by pitcher—Shugart. Umpire—Mr. Lynch.

Other League Games.

AT CHICAGO.

Philadelphia	2	0	0	0	1	0	4	0	…—7
Chicago	0	0	0	0	0	0	2	0	1—3

Base hits—Philadelphia, 14; Chicago, 9. Errors—Philadelphia, 5; Chicago, 3. Batteries—Carsey and Clements; Griffith and Kittridge. Umpire—Mr. Hurst.

AT CLEVELAND.

Washington	0	0	2	0	0	2	1	0	0—5
Cleveland	3	1	0	2	1	1	3	0	…—11

Base hits—Washington, 12; Cleveland, 14. Errors—Washington, 6; Cleveland, 2. Batteries—Meekin and McGuire; Clarkson and O'Connor. Umpire—Mr. Emslie.

Standing of the Clubs.

	Won.	Lost.	Per Cent.		Won.	Lost.	Per Cent.
Boston	78	32	.709	Cincinnati	54	56	.491
Pittsburg	66	44	.600	Baltimore	50	59	.459
Philadel'a	65	46	.586	St. Louis	47	65	.420
Cleveland	59	48	.551	Chicago	44	65	.404
New-York	59	52	.532	Louisville	41	64	.390
Brooklyn	57	53	.518	Wash'g'n	37	73	.336

Among the Wheelmen.

—Postmaster Sullivan of Brooklyn will soon try the experiment of using bicycles in connection with special-delivery service of the Brooklyn Post Office. Postmaster General Bissell is heartily in favor of the plan.

—The New-York Cycle Dealers' Association will hold a meeting next Wednesday evening at the Hotel Pomeroy, to effect a permanent organization and elect officers for the present year.

—George P. Mills will attempt to lower on the Herne Hill (London) track the twenty-four-hour tricycle record, recently made there by Frank T. Bidlake.

—Messrs. Lewis, Mead, Cooke, and Hawkins of the Brooklyn Bicycle Club are camping at Greenwood Lake.

—The Montauk Wheelmen of Brooklyn elected eight new members at their meeting last Tuesday evening.

—W. F. Murphy of the Kings County Wheelmen has entered in the Cycle Dealers' races next Saturday.

—The next important English cycling event will be the Bath hundred, which is a 100-mile road race.

—A wheelwoman recently seen on the Parisian boulevards wore a costume of brown Scotch tweed, with baggy knickerbockers and a loose jacket. A white shirt waist with pink stripes, cravat to match, tan stockings, and low shoes completed the outfit. Another costume was of light-gray corduroy, with the trousers brought tightly together at the knee by long black gaiters, buttoning down the side. A plain short skirt was gathered at the waist by a broad belt, and there was a top coat which could be buttoned straight down in front.

—The Keyport (N. J.) Cyclers will hold a series of races on their new track to-morrow afternoon.

—The Bedford Cycle Club held a club run last night to Bath Beach and Gravesend Bay.

Cottolene as tested by the Health Commissioner of New York City.

"Composed of edible fats that are in my opinion far superior to lard for human consumption. Destined, I believe, to take the place of lard for culinary use."
CYRUS EDSON, M. D.

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CYCLE DEALERS' RACES.

Lots of Fun Promised at the Meet on Manhattan Field.

A meeting of the New-York Cycle Dealers' Association was held at the Hotel Pomeroy on Wednesday evening to hear the final reports of the committees having in charge the arrangements for the dealers' race meet, which will be held on Manhattan Field to-morrow afternoon. Chairman Gilmour of Porter & Gilmour, presided, and L. P. Browne, Jr., was Secretary. Among those present were Charles M. Richards of the Pope Manufacturing Company, "Eddie" Day of R. L. Coleman & Co., J. Charles V. Smith, Smith Wheel Manufacturing Company; Arthur Collins of Collins & Nuttall, Carl Von Lengerke of Von Lengerke & Detmold, Henry Surgnell, L. C. Boardman, and Sidney B. Bowman.

The Racing Committee reported that a large number of entries had already been received and that more were expected before the closing of entries to-night. The largest number of entries so far was in the open race, and next to that the militiamen's race. The actors' race was also well entered, as were the two dealers' races. Arrangements for music were made, and other small details perfected.

The meet will be very different from the usual run of such affairs on account of the nature of the races. The actors' race ought to be particularly amusing, as the contestants will all wear burlesque costumes.

The officials will be: Referee—James E. Sullivan of The Sporting Times; Starter—"Eddie" Day; Timers—Elliott Mason, E. W. Ketcham, Jr., and L. C. Boardman; Clerk of Course—Charles M. Richards.

Murphy and the Yale Athletes.

NEW-HAVEN, Conn., Sept. 7.—Yale men everywhere will rejoice to hear of the re-engagement of Michael Murphy, last year's trainer of the track athletic team. He has been at Detroit all Summer getting the Detroit Athletic Club team into the best possible condition for the American Athletic Union games, which will take place in October, and has consented to take charge of the Yale team immediately upon the opening of the Fall term.

Mr. Murphy has developed several "star" athletes, including Hickok, who broke the world's record for the hammer throw, and with this team won the intercollegiate championship for the university.

After these games Murphy registered a vow that while he trained Yale track athletic teams neither Harvard nor any other college would score first, second, or third places in any event on the programme.

News of the Oarsmen.

—The Bloomingdale Boat Club of West One Hundred and Second Street and the Hudson River celebrated the twentieth anniversary of the founding of the club last Sunday afternoon. A large number of visitors were present, and a varied programme of entertainment was very successfully carried out. A senior swimming race, three-quarters of a mile, was won by L. D. Urban, with George Segeritz second. A junior swimming race, one-quarter of a mile, was won by John Fisher, with Philip Mohr, Jr., second. An open-to-all swimming race, three-quarters of a mile, was won by L. Balder, with F. Peaty second. A four-oared barge race followed, in which a married crew competed with one drawn from the bachelors of the club. The bachelors won—P. Mohr, Jr., bow; George Ruebsamen, No. 2; J. G. Unger, 3; George Segeritz, stroke; L. D. Urban, coxswain. A tug-of-war and an exciting tub race finished the aquatic sports, after which there was dancing in the boathouse.

—The annual eight-oared barge race between the bachelors and the benedicts of the Friendship Boat Club was rowed Sunday afternoon at Point View, L. I. The course was a mile and a half straightaway, on Bowery Bay. The bachelors won by half a length, after a hard race, and will therefore hold the silk banner for a year. The crews were as follows: Bachelors—Harry Kessler, bow; William Hart, No. 2; George Allison, 3; Charles Allison, 4; Charles Auberstein, 5; John Cosgrove, 6; John Geiston, 7; Benjamin Mayer, stroke, and William Hannigan, coxswain. Benedicts—David McNeill, bow; Thomas Convey, No. 2; Alexander Cochard, 3; Robert Evans, 4; George Fisher, 5; Louis Lackey, 6; Harry Dwyer, 7; Patrick Barry, stroke, and William Meyer, coxswain.

—The Friendship Boat Club has appointed the following committee to arrange for its representation in the Venetian fête to-morrow evening: Capt. William Brown, Chairman; Robert L. Evans, and John C. Cosgrove. The clubhouse will be brilliantly decorated and illuminated, and the committee promise that the decorations of the barges will be original and effective. The Friendships won the prize for the most original decorations last year, and they expect to get it again this year.

—In 1891 the National Association of Amateur Oarsmen had but sixty clubs on its membership list, which number was increased to seventy-two last year. This year there are almost a hundred clubs in the association, and the interest is so great that the officers confidently expect to bring the number up to 150 by the beginning of next season.

—Robert H. Pelton of the Seawanhaka Boat Club of Brooklyn has been chosen to act as one of the judges at the Venetian fête to-morrow night in place of H. W. Janssen, who resigned. The Wyanoke Boat Club drew first place at the last meeting of the committee, and will therefore lead the procession.

—The Amusement Committee of the Valencia Boat Club of Hoboken is arranging for a clambake on Sunday, Sept. 17, and for the annual dinner of the club on Oct. 6. A tally-ho party will be held early in October, and the annual ball will, as usual, be held during the Winter.

—The Wyanoke Boat Club will have a swimming race next Sunday for a special medal. The course will be from the opposite shore to the boathouse float. The race will be open only to members of the club.

Minor Sporting Matters.

—The Scottish American Athletic Club intends giving a series of fistic entertainments this season, the opening one of which will occur Sept. 19, at Wood's Hall, Jersey City, and will not only introduce some of the old favorites, but will bring forward their new crop of sparrers. In addition to bouts between "Cal" McCarthy and "Willie" Kenny, "Tom" Reilly and "Jim" Entwhistle, "Bob" Wilson and J. Teaton, R. Barry and "Jim" Coolahan, Hugh O'Neil and "Mike" Sheridan, "Jack" Hickey and "Sim" Robinson, there will be two six-round bouts between "Joe" Craig, Scottish-American Athletic Club, and "Ed" Coughlan of the Pastimes, and "Eddie" Connell, Scottish-American Athletic Club, and "Mike" Hartnett of the Cables. The wind-up will be a four-round go between the old Jersey favorite, "Pat" Cahill, and an "unknown." The specials promise to be very spirited, as all the men are in strict training.

—After considerable negotiation the Orange Athletic Club has secured Hoyt's Madison Square Theatre Company to present "A Trip to Chinatown," under their management, in Music Hall, Orange, on the evening of Saturday, Sept. 16, at 8 o'clock. The bright play will be presented under the most auspicious circumstances by Messrs. Harry Conor, George A. Beane, Jr.; Harry Gilfoil, Miss Geraldine McCann, and others. The progressive spirit exhibited by the Orange Athletic Club is to be commended, and every one wishes them a crowded house on the night of the 16th.

—An athletic tournament will be held at the Woodlawn Oval at Saratoga, N. Y., to-morrow morning. The events will be one-mile run, three-mile run, 100-yard dash, 220-yard dash, 880-yard run, standing high jump, pole vault, running high jump, running broad jump, 120-yard hurdle, one-mile walk, and 220-yard hurdle. Among the well-known athletes entered are T. P. Connett, F. C. Puffer, S. Liebgold, C. Nichol, C. Sanford, E. W. Allen, and T. J. Allen.

—The White Plains Athletic Club is completing arrangements for a big athletic tournament to be held on the Westchester County Fair Grounds, near that village, on Saturday, Oct. 14. Bicycling will be the chief feature, and handsome prizes will be awarded the winners in every event. This will be the largest tournament of the kind ever held in the county.

—The annual meeting of the American Amateur Bowling Union will take place to-morrow evening at Wallace's, 121 Fifth Avenue. There will be a discussion of proposed changes in the final tournament as well as of changes of rules.

—"My mother-in-law is the most obliging woman," said Jarley. "She wanted to go to South Ferry the other day, but when the guard on the L yelled 'Chatham Square—change for City Hall,' she got up and changed and went to City Hall just to avoid a fuss, as she put it."—Harper's Bazar.

Had Been Dead Several Days.

Frederick Wolz, janitor of the Third District Civil Court, Williamsburg, was found dead in his room at 841 De Kalb Avenue last evening. Appearances indicated that he had been dead several days.

Wolf occupied a third floor front hall bedroom, which he rented from his niece, Mrs. Rudolph Muller, wife of a butcher, whose place of business is on the ground floor of the building.

Mr. Muller hailed a policeman last evening and told him he had not seen Wolz since Sunday. Wolz's room door was locked, and he could get no response from Wolz, whom he believed to be within.

The door was broken in. Wolz's body lay on the bed with a blanket pulled partly around it.

The Mullers explained their failure to discover their uncle's death before by saying that as he never ate at their table and kept his own hours they never troubled themselves about him.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

					A M
Sun rises	5 34	Sun sets	6 21	Moon rises	3 25

HIGH WATER TO-DAY.

	A M		A M		A M
Sandy H'k	5 44	Gov. Isl.	6 09	Hell Gate	8 02
	P M		P M		P M
Sandy H'k	6 00	Gov. Isl.	6 24	Hell Gate	8 17

LOW WATER TO-DAY.

	A M		A M		A M
Sandy H'k	11 51	Gov. Isl.	12 07	Hell Gate	1 35
	P M		P M		P M
Sandy H'k	11 55	Gov. Isl.	12 21	Hell Gate	1 49

Outgoing Steamships.

TO-DAY, (FRIDAY,) SEPT. 8.	Mails Close.	Vessels Sail.
Yemassee, Charleston	......	3:00 P M
SATURDAY, SEPT. 9.		
Alene, Kingston	11:00 A M	1:00 P M
Cherokee, Jacksonville	......	3:00 P M
City of Rome, Glasgow	2:00 P M	4:00 P M
Hekla, Christiansand	11:00 A M	1:00 P M
La Champagne, Havre	12:30 A M	4:00 A M
Manitoba, London	......	......
Nacoochee, Savannah	......	3:00 P M
Prins Maurits, Haiti	11:00 A M	1:00 P M
Saale, Bremen	6:00 A M	9:00 A M
Saratoga, Havana	1:00 P M	3:00 P M
Suevia, Hamburg	......	4:00 P M
Umbria, Liverpool	12:30 A M	4:00 A M
Veendam, Rotterdam	2:30 A M	4:30 A M
Werra, Genoa	......	......
SUNDAY, SEPT. 10.		
Mexico, Havana	8:00 A M	10:00 A M
MONDAY, SEPT. 11.		
Newport, Colon	10:00 A M	12:00 M
TUESDAY, SEPT. 12.		
Algonquin, Charleston	......	3:00 P M
City of Augusta, Savannah	......	3:00 P M
Spree, Bremen	......	12:00 M
WEDNESDAY, SEPT. 13.		
Athos, Kingston	......	3:00 P M
Berlin, Southampton	......	7:30 A M
Friesland, Antwerp	......	7:30 A M
Majestic, Liverpool	......	8:00 A M
San Marcos, Galveston	......	3:00 P M
Yumuri, Havana	1:00 P M	3:00 P M

Incoming Steamships.

DUE TO-DAY, (FRIDAY,) SEPT. 8.—Amalfi, Hamburg, Aug. 23; Donna Maria, Lisbon, Aug. 21; Edam, Rotterdam, Aug. 26; Gellert, Hamburg, Aug. 28; Lucania, Liverpool, Sept. 2; Montebello, Gibraltar, Aug. 23; Norwegian, Glasgow, Aug. 25; Venetia, Christiansand, Aug. 26; Venezuela, La Guayra, Sept. 2.

SATURDAY, SEPT. 9.—Caribbee, St. Thomas, Sept. 3; Croft, Dundee, Aug. 27; Galileo, Hull, Aug. 26; Valencia, Nassau, Sept. 5.

SUNDAY, SEPT. 10.—Circassia, Glasgow, Aug. 31; Colombia, Colon, Sept. 3; La Gascogne, Havre, Sept. 2.

MONDAY, SEPT. 11.—Arizona, Liverpool, Sept. 2; Alvena, Port Limon, Sept. 2; Berlin, Southampton, Sept. 2; Nomadic, Liverpool, Sept. 1; State of California, Glasgow, Sept. 1.

Arrived—New-York, Thursday, Sept. 7.

SS City of St. Augustine, Gaskill, Jacksonville, with lumber to Yellow Pine Lumber Co.—vessel to Warren Ray.

SS Cottage City, Bennett, Portland, Me., with mdse and passengers to Horatio Hall.

SS Spree, (Ger.,) Meissel, Bremen via Southampton Aug. 29, with mdse and passengers to Oelrichs & Co. Arrived at the Bar at 1 30 P M.

SS Brunel, (Br.,) Henderson, Rodi, &c., Aug. 5, with mdse to Hirtzel, Feltmann & Co.—vessel to Simpson, Spence & Young. Arrived at the Bar at 3 20 A M.

SS Hollinside, (Br.,) Thompson, Maracaibo, &c., Aug. 27, with mdse to Boulton, Bliss & Dallett. Arrived at the Bar at 5 30 A M.

SS Charlois, (Dutch,) Peters, Amsterdam Aug. 22, in ballast to C. H. Randebroek. Arrived at the Bar at 7 15 P M.

SS California, (Br.,) Mitchell, Fiume, &c., July 31, with mdse to Henderson Bros. Arrived at the Bar at 4 20 A M.

SS Nacoochee, Smith, Savannah, with mdse and passengers to R. L. Walker.

SS Venetia, (Ger.,) Von Bassewitz, Stettin, &c., Aug. 20, with mdse and passengers to R. J. Cortis. Arrived at the Bar at 7 30 P M.

SS Loch Lomond, (Br.,) Morgan, Rotterdam Aug. 23, with mdse to Simpson, Spence & Young. Arrived at the Bar at 2 P M.

SS H. F. Dimock, Coleman, Boston, with mdse to H. F. Dimock.

SS Plata, (Ital.,) Carini, Cork Aug. 27, in ballast to Phelps Bros. & Co. Arrived at the Bar at 10 30 A. M.

SS Old Dominion, Couch, Richmond and Norfolk, with mdse and passengers to Old Dominion Steamship Co.

SS Cherokee, Bearse, Jacksonville and Charleston, with mdse and passengers to William P. Clyde & Co.

Ship Anna, (Ger.,) Menkens, Brewer 52 ds, with mdse to George E. Varreimann & Co.

Ship Ben Nevis, (Br.,) Dill, Dublin 40 ds, in ballast to Peter Wright & Sons.

Bark Curacao, (Br.,) Sheridan, Curacao 16 ds, with mdse to Foulke & Co.

Bark Neptune, (Norw.,) Sorensen, Copenhagen 41 ds, in ballast to Funch, Edye & Co.

WIND—9 30 P M, at Sandy Hook, N, strong breeze, thick and raining, much lightning.

Sailed.

SS Argonaut, for Port Morant; Augusta Victoria, for Hamburg via Southampton; Kansas City, for Savannah; City of Columbia, for West Point, Va.

Spoken.

Cunard Line steamship, from New-York bound east, was spoken Sept. 3 in lat 47 29, lon 43 24.

Miscellaneous.

SS City of St. Augustine, which arr. here to-day from Jacksonville, reports: Sept. 2, in lat 31 05, lon 80 35, saw a wreck, bottom up, showing about 120 feet of keel, copper painted bottom, rudder gone, yellow pine masts, and boom flying alongside.

By Cable.

LONDON, Sept. 7.—North German Lloyd SS Weser, Capt. Burosse, from New-York Aug. 26 for Naples, arr. at Gibraltar at 3 P M to-day.

SS Bovic, (Br.,) Capt. Thompson, from New-York Aug. 29 for Liverpool, passed Kinsale and arr. off Fastnet at 6 P M to-day.

White Star Line SS Britannic, Capt. Smith, from Liverpool yesterday, sld. from Queenstown for New-York to-day.

SS Francisco, (Br.,) Capt. Jenkins, from New-York Aug. 27 for Hull, passed the Lizard to-day.

SS Christine, (Dan.,) Capt. Larsen, from New-York Aug. 25 for Copenhagen, passed Lewis Island to-day.

SS Colonia, (Ger.,) Capt. Petersen, from New-York Aug. 25 for Hamburg, passed Prawle Point to-day.

SS Island, (Dan.,) Capt. Skjodt, from New-York Aug. 26 for Christiania, &c., passed Lewis Island to-day.

SS Maasdam, (Dutch,) Capt. Potjer, from Rotterdam for New-York, passed the Isle of Wight to-day.

SS Weehawken, (Br.,) Capt. Manning, from New-York Aug. 23 for Dover, passed Prawle Point to-day.

SS Largo Bay (Br.) sld. from Girgenti for New-York Sept. 3.

SS Entella, (Ital.,) Capt. Bruno, sld. from Palermo for New-York Sept. 2 and passed Gibraltar to-day.

SS Helgoland, (Ger.,) Capt. Donklage, sld. from Dantzic for New-York Sept. 5.

SS Westhall, (Br.,) Capt. Crosby, sld. from Shields for New-York Aug. 5.

SS Exeter City, (Br.,) Capt. Sendall, sld. from Swansea for New-York yesterday.

BREMEN, Sept. 7.—North German Lloyd SS Darmstadt, Capt. Supmer, sld. hence for New-York at 11 A M to-day.

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AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, 14th St-Irving Place—8:00—Black Crook.
AMERICAN THEATRE, 42d, 41st St-8th Av—8:00—The Prodigal Daughter.
BIJOU, Broadway-30th St—8:30—The City Directory.
BROADWAY, Broadway-41st St—8:00—Panjandrum.
DALY'S, Broadway-30th St—8:30—L'Enfant Prodigue.
EDEN MUSEE, 23d St-6th Av—Day and evening—Vaudeville—Waxworks.
EMPIRE, Broadway-40th St—8:15—Liberty Hall.
FIFTH AVENUE, Broadway-28th St—8:15—In Mizzoura.
FOURTEENTH STREET, 14th St-6th Av—8:00—Glen-da-Lough.
GARDEN, Madison Av-27th St—8:30—The Other Man.
GRAND OPERA, 23d St-8th Av—8:00—The White Squadron.
HARLEM OPERA HOUSE, 125th St-7th Av—8:00—Mavourneen.
HARRIGAN'S, 35th St-6th Av—8:00—Dan's Tribulations.
IMPERIAL MUSIC HALL, Broadway-29th St—8:00—Vaudeville.
KOSTER & BIAL'S, 34th St-Broadway—8:15—Vaudeville.
LYCEUM, 4th Av-23d St—8:15—Sheridan; or, The Maid of Bath.
MADISON SQUARE, 24th St-Broadway—8:30—The New South.
MANHATTAN BEACH, Coney Island—8:00—Fireworks.
NATIONAL ACADEMY OF DESIGN, 23d St-4th Av—9:00 A. M. to 6:00 P. M.—Art Exhibition.
NIBLO'S, Broadway-Prince St—8:00—A Trip to Mars.
PALMER'S, Broadway-30th St—8:15—1492.
PROCTOR'S, 23d St-6th Av—Day and evening—Vaudeville.
STANDARD, Broadway-32d St—8:15—Jane.
STAR, Broadway-13th St—8:15—Vaudeville.

TEN PAGES.

NEW-YORK, FRIDAY, SEPT. 8, 1893.

The Weather Bureau report indicates for to-day, in this city, fair weather, northeast gales, diminishing.

We do not pretend to know why the professed friends of repeal in the Senate avoid an actual test of their strength, but we regard the intimation that they are doing this in order to preserve "harmony" in the Democratic Party as a most mischievous mistake. It is our conviction, which we have urged from the first day of the session, that the moment the repeal bill is sure of a majority in the Senate, no matter how composed, a vote should be pressed by every means available. For that purpose unquestionably long daily sessions of the Senate would be of the greatest use. If the silver men really wish only debate, as some of them pretend, they will welcome every added hour. If they wish only delay, then the fewer hours per day that they are obliged to talk, the better they will be suited. The Senate should meet at 11 every day, and it would be better still to meet in the evening also. Let the silver men talk exclusively, and the moment they let up call for a vote. The Democratic Party is responsible for the Senate's action. Delay is the worst thing that can be charged upon them, and the policy we have outlined is the only practical way to meet that charge.

The protected manufacturers of macaroni, who procured a duty of 2 cents a pound in the McKinley tariff act, urged the Ways and Means Committee on Wednesday to retain the duty, and asserted that if it should be repealed they would be compelled to go out of business because they could not compete in the home market with the foreign manufacturer. In the *Tribune's* report of the statement made by their representative we find that he directed the attention of the committee to the fact that the domestic manufacturers are selling their product in foreign countries. "Mr. TOOMEY said that the merits of the domestic article are now pretty generally recognized, and that considerable American macaroni is now exported to Mexico and to Colombia." But how can the American manufacturers sell their macaroni in open competition with European manufacturers in Mexico and South America if they cannot sell it here in competition with the same manufacturers without the protection of 2 cents a pound? If they can meet the foreign manufacturer on even terms in Mexico, why cannot they do it here? And why should the removal of a duty, the assistance of which they do not enjoy when they sell in Mexico, compel them to cease manufacturing and selling here?

The new Chief Justice of Samoa, Mr. IDE of Vermont, has an important but perhaps scarcely enviable task before him. The office he is to fill involves grave responsibilities. As King MALIETOA is reduced in some respects to a figurehead, the Samoan political system has aptly been termed "government by Chief Justice." The powers conferred on this officer are indeed extraordinary, and perhaps without parallel elsewhere. Were Samoa prosperous, the system of government might appear very beneficial; but as things actually are, great complaints have been made against Mr. IDE's predecessor, CEDERKRANTZ, the appointee named by the King of Sweden at the request of the three powers, under their treaty at Berlin. There are grounds, however, for believing that Chief Justice CEDERKRANTZ was not personally well suited to his task. He was a total stranger also to Samoa when he went there, whereas Mr. IDE was for a long time United States Land Commissioner in the islands, and was popular. As land titles create a large part of the business submitted to the Chief Justice, the new officer is well equipped with experience. Perhaps he is fortunate in following CEDERKRANTZ, since the contrast will doubtless be to his advantage.

The recent disasters along the Atlantic seaboard may well call the special attention of Congress to the bill introduced by Senator FRYE directing that experiments shall be made to determine the most effective means of maintaining communication by telephone or other electrical apparatus from lightships and outlying lighthouses to the shore. The purpose aimed at, of course, is that of securing assistance for vessels in distress whose signals for aid can be seen from the lightships and lighthouses, but not from the main coast. Such communication being perfectly practicable, the only question is as to the expense which it would involve. In some cases the value of such a system to vessels that have met with disaster would obviously be very great, and the project is in the general line of adding safety to navigation, which is a subject just now attracting public interest. It would not be necessary, doubtless, to establish such communication at all points, but the more important could be selected. At all events, the matter seems worth inquiring into, which is all that the pending bill proposes.

HAMILTON FISH.

The death of Mr. FISH at the advanced age of eighty-five closes a career that was both useful and honorable, and which embraced a very wide range of the varying development of our national life. Entering politics as an ardent supporter of HENRY CLAY, and at a point in that great leader's course when slavery was forced on the attention of the American people, Mr. FISH took a conspicuous and influential part in the politics of the Union up to the eve of the civil war, serving in the State Legislature, in the Governor's chair, in the House of Representatives, and a full term in the Senate, and then retired, as he supposed and wished, to spend the remainder of his days in the home to which he was closely attached and in the tranquil pursuits which his personal fortune permitted and his tastes suggested. But by far the most important part of his work remained to be done. He was sixty years old when Gen. GRANT invited him to take charge of the foreign affairs of the United States, then the most important, and, in some regards, the most difficult of all. It is not exaggeration to say that at the close of this service he again retired to private life, not only with a reputation singularly high for both capacity and character, but justified in believing that he had been of great and permanent use to his country and to the world.

The crowning event of Mr. FISH's work in the State Department was, of course, the settlement by the Geneva Tribunal of Arbitration of the claims against Great Britain growing out of the depredations of Confederate cruisers fitted out in British ports, and commonly known as the *Alabama* claims. In the essentially complete harmony that has prevailed so long between the United States and Great Britain, it is not easy now to realize how very trying and delicate that task was, and only those who were familiar at the time with its various phases can do justice to the wisdom, skill, candor, and unwearying energy with which Mr. FISH pursued it to a fortunate end. On the one hand was the temper of the class which still held control of the Government of Great Britain, a temper at first arrogant and obstinate, and to the close extremely unfriendly. On the other was the hot resentment of our own people, not so much against the wrongs they had suffered as against the overbearing and contemptuous spirit in which they had been permitted or committed. The point at which these two elements of danger became most menacing was the question of indirect damages, at first for what Americans regarded as the premature and unfriendly recognition of the Confederates as belligerents, and then for the prolongation of the war by the acts of the British-built cruisers. These were the things far more than the property actually destroyed about which the American people really cared, and cared so deeply that neither the National Legislature nor the Executive could disregard the sentiment, even if its extravagance and the impossibility of gratifying it under the law of nations were recognized.

As to this point, it was the supreme merit of Secretary FISH that he managed, through the long and complicated course of the discussion at home and the negotiations with the British Government not to withdraw these claims nor yet to permit them absolutely to block the way. His aim, steadily kept in view from the first, was to maintain them in a position where they could be disposed of by the tribunal without mortification to the American people, and without forming an insuperable obstacle to continued negotiation by the British Government. As a matter of fact, the Treaty of Washington was signed without a disavowal of these claims; they were included in the American case; they were put to one side by the tribunal itself as not forming a proper subject for arbitration, and then the arbitration was completed, with a result which has made it one of the landmarks in the history of the evolution of international law. In estimating the value of Mr. FISH's services at this time, it is impossible to ignore the peculiar conditions with which he had to contend at home. The President, inexperienced in public life, was surrounded by a Cabinet which it would be flattery to call strong, and the Cabinet officers, in turn, were surrounded by a group of political managers and leaders whom the war had brought to the front, and whose unbounded energy was not always restrained by either sober judgment or unselfish patriotism. Partisan and factional feeling ran very high, and the Republican Party, apparently at the flood-tide of success, was in reality exposed to internal dissensions of a bitter and often of an unworthy nature. The tone of public life was distinctly low, and the most conspicuous, if not really the most influential, element in what was known as the "Administration Party" was a group of restless men who had, most of them, done good service in the war, and who plainly believed that it was now time to reap their reward. It would have been a natural thing for a man of Mr. FISH's high principle and refined sentiment to "draw out of the crowd." It was a far nobler, and not an easy thing for him to stand to his post, to yield nothing that his conscience insisted on, and by persuasion, reasoning, tact, and the force of mind and character to carry forward the work which he knew was of lasting importance to the Nation.

Mr. FISH may be regarded as practically the last of the statesmen bred and trained in the school of the early Whigs who brought to the Republican Party a rare combination of conservatism and of force. It is a school that seems now very much out of date, and at the present day we have few public men who have its virtues while avoiding its faults. Yet his ideal is the one to which, sooner or later, the truly successful statesman must conform. To him official life was literally a service in which sacrifice and not reward was the chief feature, and from which no honor could be gathered save by faithful and honorable discharge of duty. To public life he brought the same simple and unquestioning fidelity to a pure standard that he naturally observed in private life, and amid the difficult and mixed conditions of the time at the national capital he was always, as in his New-York home, the upright and high-minded gentleman.

THE TRIAL YACHT RACE.

There could not possibly be a better day than yesterday to test the comparative merits of yachts which aspire to the honor of representing American yachting in the defense of the *America's* Cup. A fresh and steady breeze, with a sea which, though not angry, was quite sufficient to deaden the way and spoil the chances of a skimming dish—these were the conditions under which the *Colonia* and the *Vigilant* raced, and the race was the fairest of all possible yacht races—a dead beat to windward and return in the open sea. It is at once a puzzle and a pity that such a race should end in a Scotch verdict.

It would not be quite fair to say that there was "nothing proven." It was proved that the *Colonia* was a very much faster boat than the record of a short season's curiously unsatisfactory racing had led people interested in yachting to believe, and it does not matter whether the indication proceeds from the real improvement made by the recent alterations in her or whether she has not hitherto been able to do herself justice. It is certain that her victory over the *Vigilant* yesterday, though it is really not a victory, since six seconds may mean anything or nothing in a thirty-mile race, and though the result of the race is practically a "dead heat," is a hundredfold more to her credit than her winning of the Goelet Cup. It was proved also by yesterday's race that we have two boats to either of which the representation of American yachting against the British challenger may hopefully be confided in real yachting weather like that of yesterday, while in lighter weather it is not likely that the *Valkyrie* is a match for the *Colonia*, and tolerably certain that she is not a match for the *Vigilant*. To have sailed a race of fifteen miles to windward and return in little more than three hours and a half is really a great achievement. To see how great it is we need only add a third to the time in order to compute what it would have been if the race had been twenty miles to windward instead of fifteen, and then to compare it with the record at that distance, which is that of the second race between the *Puritan* and the *Genesta*. We shall find that the time of the *Colonia* and the *Vigilant* would have been 4 hours and 44 minutes, whereas the time of the *Puritan* and the *Genesta* was, respectively, 5 hours 3 minutes and 14 seconds and 5 hours 4 minutes and 52 seconds. The conditions are as nearly equal as it is possible to attain in races sailed at different times, though there was rather more sea on the earlier than on the later occasion. The conclusion from this comparison is that two of the cup defenders of 1893 are about twenty minutes better, over a forty-mile course, than the chosen cup defender of 1885.

This is a most gratifying conclusion and shows that our designers and skippers have no more been idle within the past eight years than the designers and skippers of Great Britain. What we mean by saying that the race has resulted in a Scotch verdict is that the task of selecting a representative yacht to meet the *Valkyrie* is not at all simplified by the result of this magnificent exhibition. We know that the *Colonia* is very good under such conditions as yesterday prevailed and as are likely to prevail in the international race, and that the *Vigilant* is very good under such conditions also, while in lighter breezes she was known to be very good already. But about the Boston boats we know, unfortunately, no more than we knew before. The *Jubilee* remains the "dark horse" that she has been all along, and we do not know whether the recent changes in the *Puritan* have done her as much good as the changes in the *Colonia* have evidently done to her. Quite apart from any local prepossession, it may be said that if the yachting championship returns to New-York, now that Boston has held it for eight years, the transfer would probably be good for American yachting as stimulating the local rivalry which a series of unbroken defeats is apt to repress upon the side of the defeated. But, nevertheless, it is very desirable to know what the Boston boats can do, and we do not know that, nor are we likely very often to have conditions of weather that afford so ample means of judging as those that prevailed yesterday. It is not very likely that we shall have again so good a test as that which would have been furnished if the *Pilgrim* and the *Jubilee* had not so unluckily been disabled. All the cup defenders ought to be fast, for, in sooth, they are not, as yachts go, beautiful. The exquisiteness of their modeling is in great part nullified to the eye by their pig snouts, which make it impossible to tell, except from the spars and the shear, which end is the bow and which the stern. But in yachting "handsome is as handsome does," and it is to be expected of the *Jubilee* and the *Pilgrim*, as it is proved of the *Colonia* and the *Vigilant*, that they "do" very handsome indeed. The one incontestable lesson of yesterday's race is that we shall not lack a worthy representative of the yachting supremacy that we have held for forty-two years.

THE MONITOR QUESTION.

It is natural that the experience of the *Nantucket* in the recent gale off Hatteras should have revived discussion upon the weatherly qualities of monitors. The reports indicate that she took great quantities of water down the hatches, through the hawse pipes, through seams in the deck, and between the deck and the turret, and that at one time it was coming in as fast as they could pump it out. When the gale moderated the *Nantucket* reached Norfolk in a damaged condition, calling for repairs; whereas the *Kearsarge*, which had been towing her until the hawsers parted, rode out the gale without injury, and was reported at Norfolk as ready to resume duty at once. The great discomforts experienced on the *Nantucket* by officers and men have also been described.

The good points of the monitors are conceded on all hands. That they offer a very small mark to the enemy with their low freeboard and cylindrical turrets, that they can carry very powerful batteries on a very light draught, and that they have great stability and steadiness as gun platforms is undeniable. But it is urged that they are not seaworthy.

On that point, however, the report of Lieut. HOSLEY, who has secured such high commendation from Secretary HERBERT, is instructive. "During the gale," says the report, "the wind blew with great violence, and the sea was running very high. The vessel proved herself a very good sea boat, riding the seas surprisingly well." At first there may seem to be a discrepancy between this report and the facts already spoken of. The report of Commander CROWNINSHIELD of the *Kearsarge* speaks of the "enormous masses of water going over the monitor every moment, the turret at times being completely out of sight in the foam and sheets of spray." But there is no real contradiction. The monitors were constructed with a view to giving the seas a free course over the deck, and the comparative freedom from pitching and rolling which results is of great value to the vessel regarded as a gun platform. Thus the objection raised by one critic that monitors "will not rise to the waves" is really a distinctive and intentional feature; while what may look like a perilous breaking of the waves over them is of minor consequence as to safety, provided, of course the water can be kept out of the vessel.

Accordingly we find Admiral PORTER, in describing a gale in 1865, saying that "the smaller monitors at times almost disappeared from sight, but they were in no danger at any time; as for the *Monadnock*, she could ride out a gale at anchor in the middle of the Atlantic." The *Monadnock*, in fact, did easily go around Cape Horn to the Pacific, while the *Miantonomoh*, in 1866, crossed the Atlantic to England. Assistant Secretary FOX, who made this latter voyage, reported that "head to the sea, she takes over about four feet of solid water, which is broken as it sweeps along the decks, and after reaching the turret it is too much spent to prevent firing the fifteen-inch guns directly ahead." He added that "in the trough of the sea her ports will be liable to be flooded, if required to use her guns to windward," so that an antagonist would select such a position for attacking her; but in that case, the enemy "must approach very close to have any chance to hit such a low hull, and even then the monitor is half the time covered up by three or four feet of water." Capt. JOHN RODGERS, after going through a gale with the *Weehawken*, declared that "the monitor form had great seagoing qualities. If leaks were prevented, no hurricane could injure her." The *Weehawken*, after all, went down at anchor in Charleston Harbor, but this, according to ERICSSON, was due to "the forward deck hatch having been left open while the sea made a clean break over the vessel." The original *Monitor* was also lost in a gale off Hatteras, but this, in the belief of ERICSSON, was due to the washing out of an oakum packing that had been unwisely put in between the turret and the deck.

We may fairly conclude that, while our splendid battle ships of the *Iowa* and the *Indiana* classes are "the backbone" of the navy, and while requirements of fair speed, good coal endurance, and the carrying of heavy batteries high enough for use in all conditions of the sea have caused these types to be selected for all-around service, yet no apprehension need be felt as to the safety and efficiency of our double-turret monitors within their sphere. Indeed, it would be unfair to judge of the *Monterey* or of the *Miantonomoh* class by the disagreeable experiences of a little craft built thirty years ago and out of active service most of the time since. Our modern coast-defense monitors are improved in every way, and they, in turn, could doubtless be surpassed by newer and larger vessels on the low-freeboard system. However, whether other monitors are or are not constructed hereafter, those that we already have will no doubt prove sufficiently safe as well as effective for the harbor and coast operations, which are all that will be required of them in our present programme of naval construction and defense.

DANGEROUS IMMIGRATION.

At Wednesday's session of that section of the Pan-American Medical Congress in which questions relating to hygiene and quarantine are considered, there was a long and earnest debate upon the measures which should be taken to bar out cholera. Among those who took part in this debate were Dr. CYRUS EDSON of the Health Department in this city and Dr. SHAKESPEARE of Philadelphia, who represented the Government a few years ago in making an inquiry in Europe and elsewhere as to the prevalence of cholera and the best methods for protecting this country against an invasion of the disease. Dr. EDSON held that safety here could be insured only by stopping immigration from countries known to be infected, and he was supported in this opinion by Dr. SHAKESPEARE and many others.

At the close of the debate it was suggested that resolutions embodying the opinion of the section on this subject should be prepared by Dr. EDSON, Dr. SHAKESPEARE, and Dr. LEE of the Pennsylvania Board of Health. The resolutions, which were moved by Dr. SHAKESPEARE and seconded by Dr. EDSON, declare that "it is the sense of the section that, in view of the prevalence of Asiatic cholera in Europe at the present time, and the constantly-increasing number of foci of infection, immigration from European countries in which cholera exists should be temporarily suspended, as this action affords, in our opinion, the only certain means of averting a threatened invasion of the countries of the American Continent by the disease." They were adopted by unanimous vote.

As our readers know, we have repeatedly urged in the last few weeks that it was expedient to stop immigration from infected countries. This country is now free from cholera. It has been threatened with an invasion, owing to the arrival of an infected ship in this harbor; but the disease was suppressed at the Quarantine station. At this time there are no infected ships in the harbor and no cases at the Quarantine Hospital. Credit for this very satisfactory condition of affairs is due to both the national and the local authorities—to the sanitary agents of the Marine Hospital Bureau stationed at foreign ports and to Health Officer JENKINS at this port.

While we are confident that Dr. JENKINS would not be less successful in controlling the disease if another infected ship should arrive, this city and the whole country ought not to be exposed again to the possible danger of infection by the presence of immigrants ill and dying of cholera on the quarantine islands in the lower harbor. A complete defense can be set up only by causing a suspension of immigration from infected countries.

The news from Europe shows that the disease is spreading from the countries in which it prevails in epidemic form. Russia is thoroughly infected. In Hungary the disease is unusually virulent. Italy and Southern France have been infected for several weeks. From these countries the disease has been carried to Germany and England. At last the plague has appeared at Constantinople, and the pilgrims returning from unutterably filthy Mecca have evaded the quarantine in Egypt and carried the disease to Alexandria and the southern shore of the Mediterranean. All the emigrant ports of the Continent, Hamburg and Havre excepted, are infected.

Nearly half of the immigrants received in July came from Russia, Poland, Italy, Austria, Hungary, and Bohemia. We do not need immigrants from these countries at any time. When the countries from which they come are infected with cholera and our own industries are in such a condition that thousands of citizens are out of work, the coming of such immigrants ought to be prevented by a strict enforcement of the laws.

AT THE HOTELS.

—George Nicholson of New-Orleans is at the Windsor.

—Congressman Francis G. Newlands of Nevada is at the Holland.

—Ex-Congressman Richard Crowley of Lockport, N. Y., is at the Murray Hill.

—Charles Fargo of Chicago and Charles W. Knapp of St. Louis are at the Plaza.

—Mrs. Jefferson Davis and Miss Winnie Davis of Beauvoir, Miss., are at the Marlborough.

NUGGETS.

—A thoughtful little boy asked his father:

"Papa, do men descend from monkeys?"

"Yes, my boy."

"And what about the monkeys?"

And the puzzled father replied: "The monkeys descend, my boy—that is—er—they descend from the trees!"—Chicago Standard.

—Gatekeeper (at Jackson Park)—You don't have to pay, sonny. Go right in with the lady.

Commodore Atom (with a withering glance upward)—These tickets, Sir, are for my wife and myself. When I need any directions about getting inside these grounds I will let you know, Sir!—Chicago Tribune.

—Hungry Higgins—I s'pose you didn't know I was a soldier?

Weary Watkins—No. What army did you ever belong to?

Hungry Higgins—The great army of the unemployed. Been soldierin' in it all me life.—Indianapolis Journal.

—The bees in California "prepare for Winter" just as bees do where Winter comes. It is the nature of the bee, and he has not yet studied "the glorious climate of California" and taken advantage of it to take life easy.—Chicago Inter Ocean.

—A young clerk, whose literary education was somewhat limited, said the stingency of the times had not seriously affected the trade of the store he was employed in. We are afraid it will affect church finances.—Michigan Christian Advocate.

HIS CANDIDACY WELCOMED

HIGH PRAISE ON ALL SIDES FOR SURROGATE RANSOM.

Lawyers and Business Men Commend Him as a Judge and a Man, and Hope He Will Be Re-elected — Painstaking, Prompt, and Just—Able Lawyer and Courteous Judge—Protector of Widows and Orphans—Few of the Surrogate's Decisions Reversed.

Surrogate Rastus S. Ransom, whose term expires next January, announced yesterday that he is a candidate for renomination, and from the opinions expressed by bankers, business men, and prominent politicians of this city, both Tammany men and Republicans, little doubt is entertained that he will receive the unanimous vote of the convention.

A reporter for The New York Times called yesterday on several of the most prominent lawyers and business men of this city to ascertain their views as to the desirability of giving Surrogate Ransom a renomination. Without a single exception all who were seen in reference to the subject spoke in terms of the highest praise of Surrogate Ransom's ability and impartiality in the discharge of his judicial duties. All were heartily in favor of his renomination, and many of the lawyers who have practiced in the Surrogate's Court expressed the opinion that his retirement would be a serious loss to the community. He was especially commended for the reforms he had introduced in the method of conducting the business of the office, and particularly for the speedy disposition of all cases brought before him.

Postmaster Dayton said: "So far as I know, Surrogate Ransom has made an excellent judicial officer. I know of nothing in Mr. Ransom's record as Surrogate that is not to his credit. He has made an industrious and capable Surrogate, and, if he is nominated, I will vote for him with pleasure. He seems to have been actuated with the desire to have all matters brought before him speedily adjusted."

Street-Cleaning Commissioner William S. Andrews said: "I think it would be an admirable selection. I think very favorably of his renomination. I consider him to be a very able Judge, whose retirement from the bench would be a serious loss to the community."

John H. Starin, Rapid-Transit Commissioner, said: "I am in favor of renominating Surrogate Ransom."

John H. V. Arnold of 206 Broadway, who has been mentioned as a candidate for Surrogate, said: "Surrogate Ransom has made an excellent judicial officer. He has been a hard-working and painstaking magistrate, and has given satisfaction to the profession."

Lawyer John Delahunty of 280 Broadway said: "I would like very much to see Surrogate Ransom renominated. He has always been very polite and courteous as a Judge, and has been a remarkably hard worker. He is very prompt in rendering his decisions, and so far as I have observed from those cases passed on by the General Term, his decisions have been sustained."

Lawyer Jerome Buck, of 206 Broadway, had this commendation for Surrogate Ransom:

"I can frankly say, after an experience of thirty years in the legal profession, that there has not been an abler Surrogate in this city than Rastus S. Ransom. I should like very much to see him renominated. It would be a great loss to the judiciary of the city should he not be permitted to succeed himself. One of the most gratifying features of his judicial career has been the expedition and thoroughness with which the business of his court has been conducted."

Lawyer Daniel Hays of 170 Broadway, said: "I consider Rastus S. Ransom a very able and upright lawyer. He is a conscientious man and has made an excellent Surrogate. He has shown great executive ability in his disposition of cases, and has put a stop to the practice of tedious litigations by insisting that all cases brought before him should be heard promptly. He has invariably refused to grant long adjournments, and in this way he has benefited the entire community."

School Commissioner Randolph Guggenheimer was seen at his law offices, at 46 Wall Street. He said: "Surrogate Ransom is one of the ablest and most impartial Judges on the bench, and should be renominated irrespective of any differences he may have with some of the leaders of the Democratic party. At times he has peculiar ideas of his own, and may not be on as friendly terms with some of his colleagues as he might be. But he has made an able, upright, and fearless Surrogate, and I think it would be a great mistake if he failed to receive the nomination. He has effected great improvements in the office during his term. All business coming before him was speedily disposed of, and he has always taken pains to have lawyers understand that if there was any unnecessary delay the blame should rest entirely with them. I have known Surrogate Ransom during all the time I have practiced law in this city, and can speak in the highest terms of his integrity, ability, and impartiality."

Lawyer Charles E. O'Connor, 96 Broadway, said: "I believe there is no man so fit for the position of Surrogate as Rastus S. Ransom. I would like to see him re-elected. I regard him as a Surrogate who, in the management of the extensive business of his office, has done more to advance the interests of the general public than any man, in my experience, who has filled the office."

Lawyer John A. Deady of 59 Wall Street had this to say of the Surrogate: "I think he has been the best Surrogate we ever had in this city, and that if he wants the nomination he can have it without any question. He has revolutionized the method of conducting business in the Surrogate's office. Instead of having delays, as heretofore, the business has been conducted with promptitude and dispatch in a thoroughly systematic manner. He is absolutely fearless and knows neither friend nor foe in the discharge of his judicial duties. We have had business with his office and we have been sometimes beaten in cases brought before him. But in every case in which we appeared we were satisfied his decision was correct. We never appealed from his decision."

Delos McCurdy of the law firm of Vandelpoel, Cumming & Goodwin, 2 Wall Street, said: "I think Rastus S. Ransom has been a faithful and competent Surrogate, and that he is entitled to a renomination. I believe it would be unwise to displace a man who has had such experience in the Surrogate's office by an inexperienced man. He has filled the office long enough to fully understand all the business details connected with it, and his experience furnishes him with the capacity to dispose of the business with a promptitude which could not be expected from an inexperienced man."

Congressman Ashbel P. Fitch of 95 Nassau Street had this to say for Surrogate Ransom: "I have the highest respect for Surrogate Ransom as a Judge, and the highest regard for him personally. I shall be very glad to see him renominated. In all matters I have had before him, whether his decisions have been for my clients or against them, I have felt that we received the fullest and most conscientious consideration."

Lawyer John E. Parsons said: "I think Mr. Ransom an excellent lawyer, and he has made an admirable Surrogate."

Lawyer Daniel Lord said: "I consider Mr. Ransom an exceedingly good Surrogate—one of the very best we have ever had. I think his office very well regulated, particularly in respect to the dispatch of business. The Surrogate's business has never been disposed of so quickly. He is a very excellent lawyer, and I wish he might be renominated."

Lawyer David McClure said: "As Surrogate, I think Mr. Ransom has administered his office with great efficiency. It is he, perhaps, who has initiated a system of prompt decisions in cases involving simple matters of fact, where, of course, a decision is better than a long, written deliverance after the papers have been held for months. As a lawyer, I have always thought that he was a first-rate one."

Frederic R. Coudert said: "As a lawyer Mr. Ransom has had great experience, and as Surrogate he has managed to keep down the rising tide of business in his office. He possesses one quality which is most valuable to him as Surrogate—great executive ability. Nothing could be more serviceable to the administration of his office. There have been no complaints of delayed business since he has been there. He is thoroughly satisfactory. If he wants a renomination it ought to be a foregone conclusion."

Recorder Smyth said: "I think Mr. Ransom has made a most excellent Surrogate. I know he is an excellent lawyer, and from what I know of the work in his office—and I think I have a fair idea about those things—I believe he has done admirably. He has got an enormous amount of work through that office. I cannot say too much in praise of Mr. Ransom."

Charles L. Tiffany said: "I have known Mr. Ransom for many years, and have the highest possible regard for him, and the highest idea of his character and ability in all capacities."

Locke W. Winchester said: "I have always found Mr. Ransom a careful, prudent lawyer, and I have known him a long time. As Surrogate, he seems to me as good a man in every way as could be found. Upright and energetic, he has made a splendid Surrogate, and I wish he might be chosen again."

Joel B. Erhardt said: "I cannot speak too highly of Mr. Ransom, I am sure, either as lawyer or Surrogate. He is a tip-top man, of entire integrity and great ability, and he is a very hard worker. He has made a most acceptable officer, and I should be glad to see him continued in his office."

William Steinway said: "There could be no better man in the Surrogate's office than Rastus Ransom. I have known him through a long series of years, and his general character is so high, his special knowledge is so great, and his mind is so finely judicial that he is beyond question the man for his office. I have known of his legal ability in many ways, and of his character as Surrogate I have had special knowledge, since I have had seven or eight estates to administer within recent years. I have never before seen such promptness, justice, and careful consideration of everybody's just dues, with no burden of heavy charges saddled upon the estates. The widow and the orphan have had in Mr. Ransom just the kind of protector the law intended they should have. In my judgment, he ought certainly to be renominated."

Ex-Postmaster General Thomas L. James said: "Surrogate Ransom is not only a first-class man, but he has made a painstaking, conscientious officer. He is a good lawyer and has the qualities for an admirable Judge. So far as I can recollect no appeals have been taken from his decisions. It would be almost a crime to relegate so excellent a Surrogate from the bench back to the bar, although I have no doubt that as a practicing lawyer Mr. Ransom would derive a much larger income than he receives as Surrogate."

Nelson Smith said: "Mr. Ransom is a good lawyer and has made a very painstaking and capable Surrogate."

Horace Russell said: "I think Mr. Ransom has made an excellent Surrogate. In the first place, he is a good—that is, a well read—lawyer. Then he has a quality which many well-read lawyers conspicuously lack—promptness in deciding. His mind works originally and quickly. In one respect—an important one—he has been the best Surrogate within my memory. That is, in the promptness with which he has dismissed unmeritorious contests of wills. Other Surrogates have 'taken the papers' and delayed so long to decide that compromises were made that encouraged strikes. Mr. Ransom has stopped all that—not only in the cases decided by him, but he has prevented hundreds, not to say thousands of other strikes which would have been made but for his known methods of dealing with such things. In this alone he has rendered a public service that cannot be overestimated. He deserves a renomination and re-election."

Sheriff John J. Gorman said: "As a delegate to the convention that will nominate a candidate for Surrogate it is hardly fair to ask me for an expression of opinion in advance. I will say, however, that there is no gentleman in New-York I know of for whom I would rather cast my vote. If nothing intervenes to prevent me I will vote for Surrogate Ransom with a great deal of pleasure."

School Commissioner Miles M. O'Brien said: "I think Surrogate Ransom is a first-class man, and should be renominated. He has been just and impartial in the administration of the business of his office. I never heard any one who has had business in his court, whether rich or poor, speak of him except in the highest terms of praise. I have never had any case before him myself, but several friends of mine have had, and all of them have expressed their gratification that the office was filled by a man of such high integrity and judicial ability."

Police Commissioner Charles F. MacLean, who was seen at his law offices at 20 Nassau Street, said: "Surrogate Ransom has pleased the members of the bar in conducting the business of his office, as it was natural he should, because he was a lawyer of extensive practice before he went on the bench, and he understood the wants of the bar and met them."

Alderman Rollin M. Morgan said: "I think Surrogate Ransom should be renominated. He has made one of the most faithful and competent judicial officers on the bench."

Lawyer Henry D. Hotchkiss said: "I have known Surrogate Ransom all my life. He was one of the best lawyers in Elmira twenty-five years ago, before he came to New-York. He went on the bench with a fine record at the bar, and, I believe, has given universal satisfaction. He has a marvelous capacity for work, and the quality of his work is best determined by the remarkably few instances in which his decisions have been reversed. I suppose his renomination is a matter of course."

Lawyer John R. Abney said: "I think Mr. Ransom has made an admirable Surrogate and deserves re-nomination. So far as my observation goes he has conducted the business of his court with ability, diligence, and courtesy."

School Commissioner Charles H. Knox said: "I think Mr. Ransom has made a most excellent Surrogate, that he has been most careful and painstaking in his decisions, and that they have given satisfaction both to the bar and to the public at large. He is most industrious, and I feel certain he has the respect of the people generally."

President John A. McCall of the New-York Life Insurance Company, 346 Broadway, said: "If capacity and honor count for anything with politicians Surrogate Ransom should meet with no opposition in the convention."

President George G. Williams of the Chemical Bank, 270 Broadway, said:

"I know Mr. Ransom and have had business transactions with him. I know whereof I speak, therefore, when I say that he is a tiptop man for the office of Surrogate."

PERSONAL GOSSIP.

—Henry Irving sat through two hours of a play at the Chinese Theatre in San Francisco without a smile. Being asked afterward about his impressions, he said that much of the acting was crude, as he had expected it would be, but there was some clever work in it, especially by a man who assumed the part of a woman and did it surprisingly well. "The attitude of the audience," he added, "was not the least interesting of the elements in the scene. The enthusiasm and demonstrations of those who watched and heard struck me very forcibly. A Chinese play is well worth seeing." Respecting the Chinese music, he was not enthusiastic.

—The Rev. Dr. Alonzo A. Miner of Boston is testing the constitutionality of the Massachusetts Australian ballot law in a suit before the Supreme Court of the State. He was a Prohibition candidate, and as the vote of the party at the preceding election had not come up to the required number, the authorities refused to put his name on the official ballots, thereby, as he claims, depriving him of one of his rights as a citizen.

—The Prohibitionists of Virginia have a Colonel for their candidate for Governor, he being J. R. Miller of Pulaski County. For Lieutenant Governor they have nominated John S. Tyler of Accomac, and for Attorney General W. G. Kagley of Wytheville. These names are printed now, because they are not likely to occupy a prominent place in the election returns and might then be overlooked.

—The will of the late Willard Goldthwaite of Salem, Mass., gives to Tuft College the income of $25,000 for a professorship of rhetoric, and makes the college his residuary legatee for the establishment of a fund to enable needy students to obtain an education. He bequeathed to Essex Institute in Salem some manuscript writings of Bryant, Whittier, Lowell, and Holmes.

—President Joshua Horner, Jr., of the American National Bank of Baltimore is the Republican nominee for Controller of Maryland, but the plum that he will pull out at the November election is not likely to add much to the savoriness of his Thanksgiving dinner.

SMALL TALK.

—Among the deeds recorded in the Sullivan County Court at Laporte, Penn., is one for four square miles of land, which a pious old farmer, Peter E. Armstrong, and his wife, conveyed to "Almighty God and His heirs in Jesus Messiah," in consideration of His kind, protecting care in the past and present, and the exceeding great and precious promise of unending life. The deed was recorded Aug. 4, 1864, and after that date the property was allowed to go to ruin until Armstrong and his wife, who lived in a hut upon the ground, which was practically a wilderness, died in abject poverty. No taxes had been paid, and the land was sold to satisfy them. It was bought in by a son of the couple, who now holds a tax title to the property.

—The public schools of Chester County, Penn., are to observe next Monday the one hundred and sixteenth anniversary of the battle of Brandywine, which was fought Sept. 11, 1777. The County Historical Society made the suggestion to inspire a patriotic spirit and interest in local history among the school children and their parents. A prize is offered by the society for the best essay on the battle and its lessons, to be competed for by the pupils.

—A fellow signing himself "A Pickpocket with a Conscience" has sent to a railroad ticket agent in Kansas City a ticket which he stole from a woman at the fair grounds in Chicago, asking him to restore it or its equivalent to the lady and allow her to continue her journey. The ticket was good from Kansas City to Los Angeles until Sept. 7, and was sold in Providence.

—A Montreal man whose pet canaries had been killed by a neighbor's pet cat shot the cat and was fined $4 by an unfeeling magistrate, although he pleaded the loss of his birds and that he did not know to whom the cat belonged. He paid the fine, protesting that no cat was ever worth the money.

—The latest story from Kansas relates to an Atchison County farmer who declined to visit the art gallery at the Columbian Fair, saying he had a daughter who painted pictures, and he hadn't come 'way to Chicago to see what he had plenty of at home.

THE FIGHT TO SAVE READING

ENCOURAGEMENT BY WIRE, BY MAIL, AND IN PERSON.

MR. RICE'S CHARGES STILL UNANSWERED.

What Induced the Receivers to Accept McLeod's Liabilities.

EARLY HESITATION IN DOING SO.

Interesting Correspondence Between the Receivers and Messrs. Prince & Co.—The Brokers Plainly Told that They Were Not Entitled to Demand Anything from the Company Because of Breach of Contract—Persistent Refusal to Comply with the Claims of Prince Followed by a Full Settlement on His Own Terms—Principle Sacrificed as Well as Money, and Confidence in the Management Destroyed.

The disclosures made in The Times yesterday relative to the Boston and Maine deal, particularly the publication of the terms of the contract between Mr. McLeod and Mr. Prince, created renewed interest in down-town circles. It was the discovery of that contract by the late Mr. Drexel which led to the forced retirement of Mr. McLeod from the Reading Company. It seems to have lost none of its effectiveness since that time, for many of the heaviest holders of Reading securities on reading its provisions for the first time yesterday became convinced that the only course for them to pursue was to give all the assistance in their power to Mr. Rice in his effort to oust the present management and substitute for it one which will be loyal and true to the property intrusted to its care. Mr. Rice received many letters and telegrams from prominent holders of the securities of the company promising him unqualified support and urging him to take early measures for the formation of a committee composed of men willing to make a determined fight for the rights of the security holders.

Practically every one who read the Boston and Maine purchase contract yesterday found difficulty in understanding why, if Mr. McLeod bought the stock for the Reading Company, he did not say so, instead of allowing himself to be thought the principal in the transaction. No one could explain why he put up his own securities as collateral, nor why, if his intention was to buy 15,000 shares of Boston and Maine stock for Reading, the latter should turn up as the pretended owner of 24,000 shares of the stock at a time when the purchase price showed a prodigious loss. These are matters to which it is impossible to obtain answers outside of a courtroom. It is necessary for present purposes to give only the more salient facts which bear upon the practical question of the liability of Reading in the matter.

The story of how the Boston and Maine stock was purchased by Mr. McLeod, and how later it was transferred to the Reading, was told yesterday. Mr. McLeod has admitted that the purchase was for his private account. The contract was made in the latter part of August, 1892, and the purchase followed immediately. The Reading Directors, however, heard nothing of the matter, and certainly took no action until they passed the incomprehensible resolution of Dec. 24. On Feb. 16, 1893, Mr. McLeod instructed his brokers to transfer the account to the name of the Reading Company. During these intervals no action seems to have been taken by any one in reference to the accounts. On Feb. 20, when the receivers were appointed, they, according to their own statement, did not regard the account as involving any liability on the part of Reading. Here it becomes important to recall that Mr. McLeod himself constantly repudiated the idea of Reading's liability for the whole account. His main anxiety seems to have been to secure from the Reading managers the margin which he had advanced out of his own means and secure condonement for his act in taking securities out of the company's treasury. He was also anxious to be indemnified for the loss of $400,000 which the account on Dec. 24 showed. The resolution of the Directors, passed Dec. 24, certainly did not adopt the purchase of 24,000 shares of Boston and Maine stock, nor does it give the slightest hint of any liability in that direction. If it was meant to transfer the account, how is it that Mr. McLeod did not inform his broker to that effect for two months? It was not until the appointment of the receivers in the following February that the brokers made inquiries, evidently in response to a request from Mr. McLeod that the account should be transferred, as to the authority for such action, and they seem to have been contented with the communication by telephone of the resolution of Dec. 24.

The Reading receivers, (Mr. McLeod being one of them,) however, were not ready to recognize the liability of the company. On March 1 Messrs. Prince & Co. rendered their first monthly statement to the receivers, accompanied by two letters, one asking for additional margin and the other saying:

"With reference to the account which we are carrying for the Philadelphia and Reading Railroad Company, against Boston and Maine Railroad stock and Philadelphia and Reading Railroad bond, we have charged a commission of 5 per cent. for our services in connection with the transactions involved therein, and inclose a statement showing status of the account to March 1."

This was the first mention of the commission for the purchase of the stock. Under date of March 2 the receivers replied to Messrs. Prince & Co.:

"I am instructed by the receivers of the Philadelphia and Reading Railroad Company to express to you their surprise at the contents of your two letters of March 1 addressed to them. They instruct me to answer as follows:

"They will pay nothing to you excepting against collateral first approved by them and in all respects entirely satisfactory to them. This they told your Mr. Norman on Saturday.

"They paid $100,000 on your draft against the $150,000 Philadelphia and Reading collateral trust bond upon his promise that the stock bought under the agreement would be carried by you indefinitely, and that you were able to do so. This was promised to all of them in the presence of their counsel.

"You are entitled to demand nothing from the Philadelphia and Reading Railroad Company, if, for no other reason, because you have not performed your contract.

"You are responsible under that contract for the safe keeping of the shares of stock and of all the collaterals you have received. The receivers notify you that they will hold you strictly to this responsibility, and will expect you to respond in all losses which may arise by reason of sales of either.

"The account which you sent to the receivers is incorrect in many particulars, but notably so in the matter of your claim of a commission of 5 per cent."

This letter was surely clear and determined enough. The receivers distinctly disavowed liability under the account because of Messrs. Prince & Co.'s failure to carry out their part of the agreement. They were equally clear in their determination to hold the firm responsible for any loss that might occur by reason of the sale of the stock. The reference to a promise by Messrs. Prince & Co.'s representative that the stock would be carried indefinitely is important in view of the suddenness with which it was disposed of later. The brokers replied that they regarded the position the receivers had taken as unwarranted by the facts and untenable.

It was at this stage of the proceedings that Mr. Rice returned from Europe, about March 20, and began an examination of the affairs of the company. Seven days later, at the request of Mr. Drexel, based upon the facts which Mr. Rice's preliminary examination had brought out, principally in regard to this very matter, Mr. McLeod expressed his willingness to resign. Mr. McLeod, at least, deserves the credit of knowing when his position became untenable. Nothing more was heard about the Boston and Maine stock until after Mr. McLeod's retirement. On April 5 Mr. McLeod publicly announced his intended withdrawal, and on the 8th he resigned the Presidency of Reading, to take effect May 1, and Mr. Harris was elected as his successor.

In the meantime Mr. McLeod was instrumental in putting the receivers again on record as opposed to Messrs. Prince & Co.'s claim, and in particular to their claim for a commission. They sent to that firm the following letter under date of April 12:

"I am instructed by the receivers of the Philadelphia and Reading Railroad Company to specially object to a claim by yourself of $220,484.32 as compensation for alleged services included in the account of April 1, 1893. They are advised that under no circumstances would this claim be sustained by yourselves against any one.

"They further instruct me to say that in thus particularizing their objection to one item they do not mean in any way to admit the correctness of any portion of your account."

Mr. McLeod practically took no further part in the administration of Reading's affairs, as he had announced that he would retire from the receivership on May 1. Mr. Welsh became a member of the Board of Managers of the Reading Road about the time that Mr. Harris was elected President, and it was understood that he should become Chairman of the Finance Committee after Mr. Harris's installation. The matter of the Boston and Maine account was therefore at once intrusted to him. Now it must be remembered that Messrs. Welsh and Harris entered the management of the Reading property as a result of the maladministration of Mr. McLeod, particularly in reference to the Boston and Maine and New-York and New-England stock speculations. It was therefore expected on every hand that their first action would be to demonstrate that the Reading Company had incurred no liability through Mr. McLeod's speculations, and that they would compel restitution of the securities taken from the treasury of the company. Security holders looked to them for a vindication of the principle of honest business management in railroad affairs. But it did not come. On the other hand, they accepted Mr. McLeod's liabilities and condoned his offenses. Principle was sacrificed as well as money, and confidence in the men in power was forever destroyed.

BRISK REVIVAL OF INDUSTRIES.

Closed Mills and Factories Reopening Everywhere.

SPRINGFIELD, Mass., Sept. 7.—The business outlook among the paper manufacturers is vastly improved over that of a few weeks ago. President Greenleaf of the Holyoke Paper Company says: "The manufacturers of Holyoke have been looking for better times, and their hopes are being realized. The Connecticut Mill which had been shut down for some time, has been started again. The Parsons No. 2 Mill was started Tuesday and the majority of the other mills are running on full time."

TROY, N. Y., Sept. 7.—The Troy City Paper Mill, after two months' suspension, resumed work to-day.

LOWELL, Mass., Sept. 7.—The Collins Mills of Collinsville started up with all hands at work yesterday after a shut-down for four weeks. Agent Moulton of the Hamilton Corporation says the management hope to be able to start next Monday, but it all depends on orders.

NEWBURYPORT, Mass., Sept. 7.—The Peabody Cotton Mills, which have been shut down for the past five weeks, started up this morning. The corporation employs 400 hands, and its weekly pay roll is about $2,600.

PROVIDENCE, R. I., Sept. 7.—The Oak Valley Woolen Mill at Tarkiln is now in operation, after an idleness of six weeks.

CUMBERLAND, Md., Sept. 7.—The Cumberland Steel and Tin Plate Mill, which has been closed down for three months, resumed to-day with orders enough on hand to run all Winter. One hundred and fifty men are employed and more coming.

RUSSELLVILLE, Ala., Sept. 7.—The Yourtree Ore Mine and the Russellville Coal Mines, which suspended about two months ago, will resume operations next Monday on full time. About 2,000 men will be given employment. The companies have contracts enough ahead to run the mines night and day for six months.

ALTON, Ill., Sept. 7.—The Illinois Glass Works are preparing to resume operations. Yesterday fire was started in one of the flint factories, and preparations are being made for the resumption of work throughout the plant.

HAMMOND, Ind., Sept. 7.—The East Chicago Foundry, employing a large force of men, which has been closed for some time, resumed work yesterday. The prospects for steady running are good.

ST. LOUIS, Mo., Sept. 7.—The Buck Stove and Range Company resumed work yesterday after a stoppage of several weeks. About 350 men are given employment.

ISHPEMING, Mich., Sept. 7.—The Pittsburg and Lake Angeline Mine, which has been working two-thirds time, has placed the miners and surface men on full time again.

DURHAM, N. C., Sept. 7.—The Tobacco Board of Trade to-day resolved to again open the Durham tobacco warehouses for the sale of leaf tobacco. These warehouses have been closed for some time on account of the money stringency.

WASHINGTON, Sept. 7.—The following national banks have resumed business under authority from the Controller: The First National Bank of Mankato, Minn.; the National Citizens' Bank of Mankato, Minn.; the Mankato National Bank of Mankato, Minn.

OGDEN, Utah, Sept. 7.—The Commercial National Bank, which closed its doors July 7 on account of a deficit in the accounts of about $70,000, alleged to have been embezzled by ex-Cashier Oscar E. Hill, resumed business this morning. The bank has on hand 50 per cent. more than is subject to check.

Rubber Factories Busy Again.

The renewed activity that has lately manifested itself in all branches of business makes a conspicuous showing in the rubber manufacturing industry.

Immediately after the passage of the Wilson repeal bill in the House of Representatives the following companies prepared to resume operations: The Goodyear Metallic Rubber Shoe Company of Naugatuck, the W. L. Candee Company of New-Haven, the American Company of Boston, the New-Jersey Company of New-Brunswick, the Meyer Company, the New-Brunswick Rubber Shoe Company, the Woonsocket Rubber Company, and the Boston Rubber Shoe Company. Some of these are already in operation and others will resume at once.

The Lycoming Rubber Company, at Williamsport, Penn.; the Colchester (Conn.) Rubber Company, the Brook Haven Rubber Company, the Pawtucket Company, and the Goodyear Rubber Company of Naugatuck did not shut down.

More than 2,000 hands are employed by the Candee Rubber Company of New-Haven, Conn., every department of which will be in full operation to-morrow. This is one of the largest factories in the country, and it is the last belonging to the United States Rubber Trust to reopen since the recent dullness.

Washington's Statue on the Pedestal.

TRENTON, N. J., Sept. 7.—The bronze statue of George Washington was hauled to the top of the Trenton Battle Monument to-day in the presence of 3,000 people. It is 12 feet high, weighs 2,500 pounds, and is the gift of the State of New-York.

It will be unveiled Oct. 19 by President Cleveland, who has accepted the invitation. Twenty Governors have also accepted invitations. There will be a military and civic parade. The State has appropriated $5,000 for the demonstration.

Only $20 to Chicago and Return.
Pennsylvania Railroad, Saturday, Sept. 9, Wednesday, Sept. 13. Agent on trains. Special coaches for ladies and families. Alleghany Mountains by daylight.—Adv.

TWELVE INSTANTLY KILLED

SLAUGHTERED IN A COLLISION ON A SINGLE-TRACK ROAD.

Right of Way in Opposite Directions Given to a Passenger Train and a Milk Train by the Dispatcher—Locomotives Meet with a Terrible Crash and a Baggage Car Is Driven Through a Smoker Like a Bullet Through a Gun—Corpses Pinned Down in a Mass of Debris.

CHICAGO, Sept. 7.—Two fast trains on the Pennsylvania Railroad crashed into each other this morning near Colenour, a small town close to the Indiana State line, and in an instant twelve lives were lost and nearly a score of other unfortunates were maimed and mangled.

The dead are:

ADAMS, J. D., Fairfield, Ill.
ADA, J. D., Springfield, Ill.
BARNARD, F. M., Terre Haute, Ind.
COFFIN, CHESTER E., Carthage, Ind.
FLEMING, T. D., Fairfield, Ill.
GODENRATH, EMIL, Chicago.
REIAZ, ALBERT, Vincennes, Ind.
RIGNEY, E. M., freight agent Wisconsin Central Railroad.
RICHARDSON, M. D., Chicago.
SHOUISKER, WILLIAM, New-Albany, Ind.
WALL, MICHAEL, Louisville, Ky.
Unknown tramp.

The injured are:

BRISCOE, JOHN, 705 Rose Street, Logansport, Ind.; head cut and back hurt.
BILLINGSERA, WILLIAM, Clyde, Ohio; head cut and left leg crushed.
ECHENBOM, JOSEPH, Camden, Ohio; chest hurt.
HILL, W. A., Conboge, Ind.; skull fractured; not expected to recover.
HOGENMEYER HENRY, Sanborn, Knox County, Ind.; head cut and internal injuries.
KLEIN, HARRY, Vincennes, Ind.; internal injuries.
LICHTER, HERMAN, Freelandsville, Ind.; head cut.
MEYER, CASPER, Vincennes, Ind.; back cut and internal injuries.
TURNER, W. H., (colored,) 1,130 Lake Street, Chicago; head cut and internal injuries.

The casualty appears to have been the result of a blunder, inexcusable by even the railroad officers. Two trains were scheduled to pass south on the single line of track between Colenour, Ill., and Hammond, Ind., constructed by the Pennsylvania to meet exigencies of the World's Fair traffic. At about the same time a train was due north on the track, and this appears to have been fully understood in the train dispatcher's office.

It was arranged to give the north train, due at the Union Station at 9:35 o'clock with milk and way passengers from Valparaiso, Ind., the right of way.

It was ordered to proceed to Chicago, and did so at the rate of thirty miles an hour.

In the meantime, Trains No. 160 and No. 12, the latter the Panhandle limited express, were supposed to have been held on the double track at Colehour to await the passage of the milk train. Orders were given the operator at Colehour to hold No. 160, but nothing was said to him about No. 12.

He obeyed orders and No. 12 was allowed to enter upon the single track on its schedule time, running forty miles an hour, directly toward the milk train, which had also been given the right of way in an opposite direction on the same track. The Panhandle express had proceeded but a short distance on its way and was rounding a slight curve when the milk train was sighted ahead and the two trains, scarcely slacking in speed in the short distance, dashed into each other.

The wreck which ensued was complete. The engines' crews saved their lives by jumping. The two locomotives came together with a crash that wrecked both and drove the baggage car of the Panhandle train completely through the smoking car behind it. The dismantled engine and car threw the engine of the express train back with a force that in turn lifted the baggage car up and drove it like a glove into the smoking car just behind.

Railroad men there said they had never seen similar results. With fearful power the baggage car was forced into and almost to the further end of the smoking car. To allow this, the cars spread somewhat and, the force of the horizontal blow having been expended, the framework of the baggage car settled down and crushed the life out of those who had not already been mowed down in its path.

In the smoking car were forty passengers, and from this car most of the dead and wounded were taken. It was a most difficult task, for the dead and suffering were buried beneath the heavy floor of the baggage car, and the first arrivals at the scene found arms and legs extending from every window.

The most horrible sight was the mass of human remains that was dashed against the tender of the Pan Handle locomotive. It had once been a man. Some said he was a tramp, and that he had been stealing a ride on the blind baggage platform.

One man was thrown partly out of a smoker window, and a ton or more of the wreckage pinioned the remainder of the body within the wrecked car. All efforts to disengage the body were unavailing, and the livid features of the dead man stared the rescuers in the face.

Accommodations for the injured became cramped in the vicinity of Colehour, and the patrol wagons began to carry them to South Chicago. The uninjured passengers were brought back to Chicago.

Both engineer and fireman of the milk train escaped unhurt by jumping from the cab. They remained at the scene of the accident aiding in rescuing the injured.

Anson Temple was the first taken out. He occupied a seat in the forward part of the car with young Godenrath by his side. Death for both was instantaneous, their heads being crushed. The next man was E. M. Rigner. He had been instantly killed, and his face and body had turned to a leaden color.

W. A. Shouisker, a New-Albany dry goods dealer, on his way home from the fair, had left his two sisters in a rear coach of the train. They hurried forward to see how their brother had fared, and had just given a description of him when his dead body was lifted through a car window to the ground before their eyes.

Baggagemaster Brewer was pinned down to the floor of his car. He was sawed out, half unconscious, and his left leg had to be amputated at the knee. Joseph Vale of Louisville, Ky., at the first shock had tried to get out of the way. He was thrown across a seat and held on his back, with the bottom of the car a few inches from his gaze.

By 2 o'clock the dead and wounded passengers had been taken from the wreck, and then followed the work of clearing away the débris.

The officials of the Pennsylvania Railroad say that an investigation will be commenced at once. C. D. Law of Fort Wayne, who is Superintendent of the division, will hold a regular court, and call before him the crews of both trains, the telegraph operators at the stations at each side of the spot, and the train dispatcher. The result will be submitted to General Superintendent Watts for final action. It is a clear case of negligence on some one's part, and there will not be much trouble in fixing the responsibility.

Anson S. Temple, manager of the Schiller Theatre, who was killed in the wreck, was a man very well known in Chicago, especially in theatrical circles. For ten years he had been in the business of theatrical manager. He started at the Standard Opera House, then under the management of Mr. Whitney of Detroit. From there he went to the Grand Opera House as Treasurer, under the management of Mr. Hamlin. He left this position to become Treasurer for the Auditorium, where he remained until the Schiller Theatre Company was formed, when he was induced to become its manager. He leaves a wife and three children. His father and mother reside in Iowa.

Mr. Temple's residence was at 2,941 Groveland Avenue. This morning he left his office in the Schiller Building with his business manager, Max Godenrath, and Emil Godenrath, sixteen years old, for English Lake, Ind., where they intended to spend a week fishing. A few hours afterward Max Godenrath telephoned to the box office in the theatre that Mr. Temple and his nephew had been killed in the railroad accident.

Max Godenrath was cut about the head and body, but is not seriously injured. He is suffering from the nervous shock which naturally resulted when his two companions were killed.

Pleased with The Times's Chart.

The chart published in The New-York Times yesterday showing the new anchorage grounds set aside in the waters of New-York Harbor was closely scanned by shipping men generally. The clearness of the chart was favorably commented upon. In the offices of the Maritime Exchange, at the headquarters of the New-York Pilot Association, and in the rooms of the Hudson River steamboat lines The New-York Times was in general demand.

Secretary T. W. Houghton of the New-York Maritime Exchange early communicated with the anchorage officers of the port and expressed his belief that the new anchorage regulations would prove of great value to the commercial interests of New-York.

CITY AND VICINITY.

—Frank Reitmayer, a plumber, twenty-eight years old, killed himself yesterday by shooting. He had been out of work, and his expenses had been paid by Alfred Weider, with whom he kept bachelor's hall in Ritter Place near Union Avenue.

—Alexander Lambert's New-York College of Music has been reopened for the season of 1893-4. Among the new features will be an operatic department, under the direction of Mme. Nicolesso and Mr. Victor Clodio.

—Alfred E. Marling will deliver a Gospel address on "A Call to Look" at the East Eighty-sixth Street Branch of the Young Men's Christian Association at 4 o'clock to-morrow afternoon.

CYCLONE AT LOCKPORT, LA.

Five Killed and Many Injured—Much Property Damaged.

LOCKPORT, La., Sept. 7.—A severe cyclone struck the pretty little town of Lockport, on Bayou La Fourche, at about 9 A. M. and left it a mass of ruins and desolation. Five persons were killed and many injured.

THE KILLED.

BARBER, servant in the convent.
GAUTHREAUX, Miss MABEL.
LUCIA, Sister.
PULCHARIE, Sister.
REVEL, OLIVER.
Unknown man.

THE INJURED.

ABRIBAT, GUS, of Ascension Parish; scalp wound, face and arms injured.
ABRIBAT, Mrs. GUS; shoulder fractured and internal injuries.
ANASTHASIE, Sister; head and hips injured.
AUCERN, Miss; Terrebonne; hip injured.
AYO, NETTIE; internal injuries; recovery doubtful.
BARBIOUX, EDWARD; wounded in breast and head.
FOREST, LOUISE; slightly wounded.
GEORGE, Mr., of Algiers; slightly wounded.
JOSEPH, Sister; hips injured.
LE BLANC, ISADORE; ribs fractured; was carried by cyclone from one end of the bayou to the other.
RICHARD, CAMILLE; injured internally, and three ribs broken.
SEVILLE, ARTHUR; two fingers broken, which had to be amputated.

No serious results were apprehended until the wind shifted suddenly to the southwest and blew at a terrible rate, carrying everything in its path. The fine store of W. G. Barrios was half destroyed, and all the goods were injured; the store and residence of Paul Meyer were completely demolished; the residence of G. Abritat, C. J. Richards's residence and coffee house, Oliver Rivet's barber's shop, Isadore Le Blanc's residence, G. D. Barrios's large cooper shop, the Convent of the Immaculate Conception, and Peter Pulucky's fruit store were completely destroyed.

A large portion of Louis Terrill's residence was destroyed. Many other buildings were badly damaged.

The property loss in this city will approximate $100,000.

SCHRIVER, La., Sept. 7.—A strong gale has been blowing here steadily since late yesterday evening, which has at this hour (6 P. M.) increased to a tornado. Fences, outhouses, and some small dwellings have been blown down and destroyed, and cane and rice considerably damaged.

Mabel Gauthreaux, the little daughter of Mr. H. S. Gauthreaux of this town, was killed to-day while attending school near Lockport by the destruction of the school house by the storm.

Oliver La Pourse of Thibedeaux was instantly killed this evening near Raceland by falling timbers.

NEW REVENUE CUTTER IN PORT.

Steamer Hudson Will Be Used as a Boarding Boat for Customs Officers.

The new United States iron revenue steamer Hudson, First Lieut. Charles F. Shoemaker, United States Revenue Marine, in command, reached this port late Tuesday night from Philadelphia.

The Hudson is ordered to take the place of the United States revenue steamer Washington as boarding boat for the Customs Service at the port of New-York. The vessel will alternate weekly with the revenue steamer Chandler, now here, in the duty of carrying Custom House Inspectors to incoming vessels.

The new revenue steamer was built by Dialogue & Son of Camden, N. J. The principal dimensions of the new craft are: Length, 98 feet 6¼ inches; beam, 20 feet 6 inches; draught, forward, 7 feet 6 inches; aft, 8 feet 10 inches. The new vessel has a displacement of nearly 200 tons.

The engines of the Hudson are of the triple-expansion type, the cylinders measuring for high, intermediate, and low pressure, respectively, 13, 21, and 31¼ inches. The stroke is 24 inches. The engines are designed to turn up to 175 revolutions per minute. Steam is furnished by a Ward boiler having a diameter of 11½ feet. The diameter of the tubes is 2 inches.

The boiler possesses 74 square feet of fire surface, and is provided with special pattern grate bars. They are tested to stand a working pressure of 180 pounds of steam.

The Hudson is fitted with a surface condenser having 725 square feet of surface. The wheel of the Hudson measures 7 feet 6 inches in diameter, and has a pitch of 10 feet 6 inches.

YESTERDAY'S WEDDINGS.

Obermier—Morton.

ATLANTIC HIGHLANDS, N. J., Sept. 7.—The large Grand View Hotel was the scene on Wednesday of a beautiful wedding, when Miss Amelia Morton and Seymour Obermier were

In the ballroom, where the ceremony took place, there was a bower of cedars and natural wild flowers gathered from the wooded hills and dales in the vicinity. The Rev. Dr. Harris of New-York officiated.

A wedding breakfast was served in the dining room.

Mr. and Mrs. Obermier started at 4 o'clock for the Adirondacks. On their return they will occupy a cottage presented to the bride by her husband as a wedding gift.

Woolley—Van Middlesworth.

PLAINFIELD, N. J., Sept. 7.—May Estella Van Middlesworth and Lindsley Woolley of Plainfield were married at the home of the bride's parents on Elmwood Place at 7 o'clock last evening. The Rev. Dr. Barnes of the Methodist Episcopal Church officiated.

Charles Van Middlesworth was the best man, Miss Emma Woolley of Westfield was the bridesmaid, and Miss Madeline Bridge was the maid of honor.

A reception was held after the ceremony. Mr. and Mrs. Woolley started last night for Saratoga, where they will spend their honeymoon.

Hanksling—O'Brien.

PLAINFIELD, N. J., Sept. 7.—At 4 o'clock this afternoon, at St. Mary's Catholic Church in Liberty Street, Miss Mamie O'Brien of West Fourth Street and Henry Hanksling of Newark were married by the Rev. Father Smyth. married.

Edward Hanksling, a brother of the bridegroom, was the best man and Miss Annie Finley was the bridesmaid.

Mr. and Mrs. Hanksling will make their home in Newark after a brief honeymoon in Philadelphia.

Good Record of the Philadelphia.

WASHINGTON, Sept. 7.—A report received from Capt. Barker of the Philadelphia shows that the ship is capable of maintaining a good speed for a long distance without refilling her coal bunkers, and that, as a cruiser, she is a most economical vessel. On her recent voyage from Rio to Callao, a distance of 5,000 miles, the trip was made in 20 days and 18 hours, including two stops over night in the Straits of Magellan.

The most economical rate of speed for the vessel is between 10 and 11 knots for long distances. The performances of the Philadelphia is regarded as an evidence of the value of constructing vessels with a view to great steaming radius without stopping for coal, and shows that the vessel is enabled to keep at sea for a good distance and for a long while, and still maintain a fair rate of speed on a moderate amount of coal burned.

The Philadelphia is now on her way to Honolulu, a stretch of 5,200 miles from Callao, and if she makes the same record as from Rio, she should reach the islands about the 17th instant.

Full of Interest for Anglers.

The American Angler for September is full of interest for devotees of the rod and reel. Its articles are timely, and written with a knowledge of literature as well as of the science of Izaak Walton. The "Old Angler's Prayer," by Prof. Silvernail, is a gem which is in a setting of others equally good, and in the editorial department are answers to many queries of great interest to fishermen.

ONE DAY'S FIRES IN NEW-YORK.

(From 12:15 A. M. Thursday to 1:30 A. M. Friday.)

12:15 A. M.—At 63 Baxter Street; rubbish caught fire in hallway; no damage; cause unknown.
12:20 A. M.—93 Park Row; Fritz Pabst; damage, $250; cause unknown.
4:15 A. M.—203 and 205 West Fifty-second Street; Adelphi Flats; Amos F. Eno, owner; damage to building, $2,500; to contents, $6,000; insured; cause unknown.
10:15 A. M.—102 First Street; awning; damage, $10; cause unknown.
1:35 P. M.—225 Seventh Street; Bertha Goldberg; damage to contents, $250; to building, $250; insured; cause unknown.
3:50 P. M.—148 Sullivan Street; Antonio Mariano; damage, $25; cause, matches took fire.
6:00 P. M.—853 Ninth Avenue; Samuel Wassen; damage, $50; caused by explosion of gasoline lamp.

KILLING TIME IN THE SENATE

SILVER MEN RESORT TO DILATORY TACTICS TO DEFEAT REPEAL.

Patience of the Country Sorely Tried by the Course Pursued by the Higher Branch of the Congress—Growing Feeling in Favor of Applying Closure to End the Dog-in-the-Manger Situation—Mr. George of Mississippi Says that He Has a Speech Ready Six Days Long.

WASHINGTON, Sept. 7.—Patience is being nearly exhausted in Washington in contemplation of the slow work of the Senate with the repeal bill.

The question was asked to-night by a business man, who has been here watching the languid proceedings in the upper branch, whether the Senate intended to do anything, or whether it was waiting for a loss of the confidence inspired by the House and the return of the panicky conditions that preceded the passage of the House bill.

It is easy to stir up aversion for the Senate, as the Senators themselves have had more and more frequent opportunity to learn, and nowadays one hears too frequently comparisons of the Senate with the "useless House of Lords," and expressions of wonder how long the people will stand the old fogyism of the Senate before there is a revolt against its resistance to popular will. There is no occasion for provoking this hostility, but it is not easy to conceal its appearance.

There is no occasion for the waste of time that the silver men are compelling. Forty-one millions of people, through their representatives, as opposed by 19,000,000 of people or the representatives of that part of the population, have asked for the immediate repeal of the silver-purchase clause.

A mere handful of Senators, some of them elected by mine owners, say that the law shall not be repealed, and they will not permit a vote to be taken because they know that the majority of the Senate is prepared to support the House. And so they go on, making long-drawn arguments, made over and over again in former sessions to empty seats, just to use up time and to bring back the feeling of insecurity that the House, by its prompt action, had partly dissipated.

The silver argument against closure is made by the silver men, who last session resisted it, but there is a growing disposition to attempt to apply the force of a closure rule to the body if the filibustering efforts shall continue. Not one of the silver men imagines or believes that he has an argument that will convince the Senate that there should not be a repeal of the silver-purchase clause. They want silver, and, if they cannot get it, then no one shall have anything.

This dog-in-the-manger policy will soon prove intolerable to the public, if it has not already become sick of it, and the public will find ways of making it known. The trouble is that the objects of the just criticism of the public are indifferent to that public, and, having the power to defy it, they propose to exhibit the little power for evil that they command.

Incredible as it may seem, Senator Stewart actually brought his speech to a close this afternoon. He was apparently just beginning a fresh chapter when Mr. Daniel (Dem., Va.,) whispered in his ear. Immediately the Nevada man sat down with the announcement that his address was concluded. He added, however, much to the disgust of the repeal men who heard him, that there were several branches of the subject which he desired to discuss at some future time.

This was a plain notice that as soon as he secured his "second wind" the public might expect to receive another installment of denunciations of the "money power."

Mr. Daniel gave notice that he would speak next Thursday, which brought from Mr. Platt (Rep., Conn.,) the remark that a great many Senators hoped the final vote could be taken on that day. Mr. Daniel said he understood that all the intervening time would be taken up by speeches.

Mr. Platt certainly had no basis for his assertion. There is absolutely no sign that the vote will be taken on Thursday or a week from Thursday. Several of the Senators who favor free coinage have not yet spoken, and it is their plan to cause delay.

Mr. George (Dem., Miss.,) said to-day that he had prepared a speech that would take at least six days to deliver. He added that if the Senate continued in session until late Saturday afternoon he would try to cut it down. Four days is his lowest estimate of the time necessary to work off his "views."

Mr. Mills (Dem., Texas,) has been waiting patiently since the beginning of the week for an opportunity to speak in behalf of repeal, but so far has not been able to secure the floor. Mr. Stewart very gladly yielded the floor for an hour to-day to Mr. Walthall, (Dem., Miss.,) who read a speech in favor of bimetallism. Mr. Mills may get an opportunity to speak to-morrow.

While the speeches for and against repeal are being delivered Mr. Stewart will look up his old stock of arguments and arrange for a fresh onslaught. It would be easy for him to secure a pretext for boring the Senate again. If nothing better offers he will introduce a resolution on his own account.

Filibustering pure and simple has been practiced by him to-day. When he became tired, he sent to the desk and caused to be read a mass of newspaper clippings about eight feet long bearing on the silver question. Newspaper clippings really formed the major portion of his presentment.

The silver men, who disclaim any intention of filibustering, were visibly pleased with the performance of the Nevada man. There were several calls of the Senate because of the empty seats, and Mr. Stewart, with a fine show of indignation, said he hoped there would be no more filibustering, such as the Senators were guilty of who refused to remain in their seats.

"Roll calls take time," said he, "and there should be no unnecessary delay."

There is considerable talk of a compromise, but it does not proceed from the leaders of the repeal movement. It is undoubtedly the policy of the silver advocates to prolong the debate as long as possible, with the idea of securing some concessions in the end. Up to date there is no indication that they will succeed.

Among the numerous petitions presented to-day and referred was one by Mr. Wolcott (Rep., Col.,) for the immediate repeal of the McKinley Tariff bill. He said that the petition was on one of the printed forms sent out by the New-York banks for the repeal of the Sherman act, but that the petitioners (all the citizens of a town in Colorado) had substituted the McKinley Tariff bill for the Sherman act.

Mr. Wolcott also offered a resolution calling on the Secretary of the Treasury for information as to what sums have been paid as bounty on maple sugar under the law of Oct. 14, 1890—the statement to be made by fiscal years and States. He asked for immediate consideration of the resolution "unless the financial condition is such that it should go to the Finance Committee."

The Vice President asked whether there was any objection to the request for immediate consideration.

"What is the resolution?" asked Mr. Voorhees. Then he added, "Oh, let it go!"

"Does the Senator from Indiana desire to have the resolution again reported?" asked the Vice President.

"No," answered Mr. Voorhees.

Mr. Gallinger (Rep., N. H.,) suggested that the information should apply to bounty on all kinds of sugar; but was informed rather tartly by Mr. Wolcott that he knew how to prepare his own resolutions.

Mr. Gallinger objected to immediate consideration, and the resolution went over until to-morrow.

WANTS ART FREE OF DUTY.

Significant Letter from President Smith of the Chamber of Commerce.

WASHINGTON, Sept. 7.—Congressman Wilson, Chairman of the Ways and Means Committee of the House, has received a letter from Charles Stewart Smith, President of the New-York Chamber of Commerce, advocating the removal of the tariff tax on art. Mr. Smith, who, by the way, is a Republican, says that, although a protectionist, he is of the opinion that the present tariff might be changed with advantage. Reasonable changes and reductions he would not expect to have evil effect on existing industries.

Mr. Smith's letter is as follows:

DEAR MR. WILSON: Upon my return home after a long journey and a prolonged absence, I was glad to learn that you were Chairman of the Ways and Means Committee of the House. Aside from my personal preferences you have in my opinion brains and common sense united to a clear perception of things which fit you eminently for this post.

Considering the political situation at Washington, the proposed tariff legislation, and the disturbed state of the country throughout all the avenues of trade and commerce, the Chairman of the Committee of Ways and Means holds a position second only in importance to the President. The whole country is awaiting with great anxiety the legislation to be proposed by your committee, and upon the wisdom of its action depends in a large measure the future prosperity of the country.

I am sure that you feel the weight of this tremendous responsibility and I am confident that the considerate judgment of your committee will be that a conservative course in respect to tariff legislation rather than radical measures will best serve the country in this crisis.

While I am by conviction a protectionist and believe that this policy will best insure prosperity for all classes in our country, nevertheless I am convinced that our present tariff might be changed with advantage, and I should look upon reasonable changes and reductions without apprehension as to their evil effect upon existing industries. It is not my present object to burden you with details, but I venture to ask your permission to discuss one subject, which I regard as entirely in the interest of the public without distinction of class.

I hope your committee will insist that art shall be free of duty. The present duty is a tax upon knowledge, education, and refinement. We are the only civilized nation in the world that places this embargo upon the artistic education of its people. A large majority of our American artists have petitioned Congress for free admission into the United States of paintings by foreign artists.

Art is no longer the luxury of the rich, for the public museum in the whole domain of art is fast becoming the final home of the great private collections in this country, and they are dedicated for all time to the free education and instruction of the people. The late A. T. Stewart paid to this Government $6,000 duty upon Meissonnier's great picture, now the property, by gift, of the Metropolitan Museum of Art in this city.

The Government must have received not less than $75,000 duty paid upon the collection of the late Catharine Wolfe, which was also given to the same museum. The above and hundreds of other pictures and objects of art are open daily to the public free of charge. Would not equity require that the duty paid upon work thus given to the public should be returned by act of Congress?

To make all good art free of duty would pay on the plane of commercial advantage. A common laborer earns $1.25 per day, the skilled man of taste from five to ten times as much. Free-art education is necessary to make accomplished and skillful artisans.

Why are 75 per cent. of all the fancy designers employed in the United States foreigners? Because they have been educated in the land of their birth, in the atmosphere of free art, and in technical schools, which our country fails to provide except in very limited measure.

France furnishes the fashions for the world, and forces everybody to pay roundly for her superior taste and skill because she has made art as free as air, and a hundred years ago had the wisdom to establish schools and museums of art. She has thus by Government aid trained up an art-loving and art-producing nation. All art lovers and students of art are obliged to visit and study in France. There is not a hotel or shop in Paris nor a railway leading to that capital that is not directly benefited by the attractions and instruction which her treasurers of art offer to the world.

We are making progress in this regard also, but we need the stimulus which free art would give us. I am, very truly yours,

CHARLES STEWART SMITH.

The time of the committee to-day was taken up by talks upon ivory buttons and oilcloths. George W. Flabon of Philadelphia urged that the duty on the lower grades of oilcloths should be raised. It was not sufficient, he said, to meet "competition with cheap foreign labor." Goods below 25 cents per square yard were undervalued when imported, he said. He would make the duty on goods under 25 cents 30 per cent. ad valorem and 5 cents per yard, and that on goods above this price 30 per cent. ad valorem and 10 cents a yard.

Mr. Potter of Philadelphia wanted a specific duty on oilcloths.

John F. Preston, an attorney representing an importing house, urged reduction of the duties on oilcloths, particularly those levied on the cheaper grades.

J. Crawford Lyon of Baltimore took the same view of the question. Protection was no longer necessary to the oilcloth industry, he said.

The talk on ivory buttons was by Mr. Newell, a manufacturer. He alleged that the industry must have protection or die.

WARRY S. CHARLES ARRESTED.

The Chinese Interpreter Charged with Blackmail—Several Complainants.

Warry S. Charles, Chinese interpreter at the Custom House, is under arrest on charges of blackmail.

According to the story given out at Police Headquarters, where the prisoner is locked up, Chu Sue, Chinese merchant at 33 and 35 Mott Street, reported two weeks ago that Charles, representing himself as a Deputy Custom House Inspector under Col. Scharf, threatened to prevent the landing here of Chu Sue's partner from China, unless Chu Sue paid $75. Other Chinamen are said to have complained that they paid $30 to $50 each to Charles to avoid deportation.

Detective Sergeants Heidelberg and Nugent induced Chu Sue to hand $75 in marked bills to Charles on Wednesday night, whereupon Charles was arrested. The marked bills, it is said, were found in his posession.

In the Tombs Police Court, before Justice Meade, yesterday, Charles was remanded until to-day, when, the police say, five complainants will appear against him.

Charles is a converted Chinaman, thirty-seven years old. He writes and speaks English well. He is married and has children. He lives at 589½ Lafayette Avenue, Brooklyn.

Inspector Scharf, when notified of the arrest, went to Police Headquarters. He saw Charles, who informed him that he had frequently borrowed money from Chung Fung, a relative of Chu Sue. The $75, Charles said, he was borrowing to pay his two months' back rent. Col. Scharf says, however, that a check for $120 for Charles's salary for last month reached the Custom House Wednesday night, and Charles might have had the money yesterday morning. When Col. Scharf made his report to Chief Special Treasury Agent Montgomery, he learned that Col. Montgomery had long suspected Charles, and had engaged detectives to watch him. Col. Montgomery will recommend his removal.

Ge Ah Tek and Yung Kee, Chinese passengers on the steamship Saratoga, are detained on that vessel, with a fair prospect that they will not be permitted to land. They declared that they were entering this country as students. Letters found on them were addressed to Chinese laundries. These are the first two cases of successful detention of Chinese since Special Inspector Scharf took charge of Chinese arrivals at this port. Within that time 134 Chinamen have arrived and landed.

LIABLE TO TAXATION.

Treasury Circular Relating to Certificates of Deposit Used as Money.

WASHINGTON, Sept. 7.—The Treasury Department has issued the following circular from the office of the Commissioner of Internal Revenue:

To Collectors of Internal Revenue and Revenue Agents:

It has come to the knowledge of this office, through published news item, by correspondence and otherwise, that banks are issuing certificates of deposit payable in the money or currency of the United States, and that these obligations of the banks, negotiable notes, carrying little in their circulation from hand to hand, are paid out and used for circulation in lieu of the money of the United States.

Such issues are taxable, and you will inquire as to the amount of such issues, and report them to this office for assessment of the taxes incurred.

JOS. S. MILLER, Commissioner.

The taxable rate of such issues as described in the circular is 10 per cent. on the dollar. The amount in circulation is believed to be very large, as they largely have taken the place lately of currency or money.

Whether the Clearing House certificates are taxable is a question Treasury officials decline to discuss, intimating that the question is a legal one that may call for judicial decision from the courts.

Help Asked for the Storm Sufferers.

COLUMBIA, S. C., Sept. 7.—Gov. B. R. Tillman issued an appeal for help to-night for the people of the islands and country ruined by the recent cyclone. Not less than 20,000 persons are destitute, and $75,000 will be required to furnish them bread until March. It will be eleven months before they can grow their own food supplies. They need medicines, clothing, anything that can be used in a house, since everything is gone.

Nine-tenths of the sufferers are negroes. The storm swept away one-half of the homes on the islands. At the lowest estimate, 1,000 lives were lost. With their homes destroyed, their crops ruined, and the phosphate industry paralyzed by the loss of its equipments there is very little for these people to do. Epidemics of malignant malarial fever are likely to break forth. Money is to be sent to Gov. Tillman and clothing, &c., to the Central Relief Committee at Charleston.

"S. G." of Navesink, N. J., has sent to the office of The New-York Times a check for $15, and asks that it be added to the fund for the relief of sufferers by the recent storm in the South.

"A. K." of this city sends $1 "for the Sea Island sufferers or for any more urgent case of destitution."

Subscriptions have been made on the Stock Exchange as follows: Harvey Fisk & Sons, $250; Moore & Schley, $250; Vermilye & Co., $100; Zimmerman & Forshay, $25; small sums, $350, making a total of $975.

George L. Dale, 335 Broadway, has received additional subscriptions amounting to $1,372.10 and contributions in merchandise worth $404.96. Mr. Dale had previously received $752.

Delaware County Delegates Chosen.

DELHI, N.Y., Sept. 7.—At the Delaware County Republican Convention held here to-day the delegates elected to the State Convention were James B. Cowan, T. F. McIntosh, Fred Beers, Andrew G. Wilson, E. S. Hanford, W. L. White, and Henry Cartwright; Alternates—James Ballantine, Thomas Middlemist, G. M. Bates, George McKinnon, H. S. Sewell, James Shakelton, and Richard Hammond. The delegates were not instructed.

The delegates chosen to the Senatorial Convention were George W. Crawford, George C. Gibbs, H. M. Wood, Joseph Deslius, Edward D. Johnson, George Beers, and J. D. Lawrence; Alternates—Amos Barnum, R. H. Barner, W. A. Hume, M. E. Combs, John Dickson, H. B. Sewell, and John C. Willis. The delegates were instructed to present Abram C. Crosby of Delhi as a candidate for the Constitutional Convention and R. Hume Grant of Stamford as a candidate for Senator from the Twenty-fifth Senatorial District.

THE HOME RULE DEBATE.

Brilliant Speech by Lord Rosebery Supporting the Bill.

LONDON, Sept. 7.—The House of Lords was crowded this evening with people eager to hear the Earl of Rosebery, Secretary of State for Foreign Affairs, speak on the Home Rule bill. The scene was a brilliant one. Many Bishops and peeresses were present. In the diplomatic gallery sat several foreign Ambassadors. The space in front of the throne reserved for Privy Councilors was occupied by Arthur J. Balfour, Joseph Chamberlain, and other prominent members of the House of Commons.

The first speaker was the Earl of Selborne, Liberal Unionist, who made a bitter attack upon the bill. He said he saw dragons' teeth sown in every clause.

Lord Rosebery spoke for the bill, delivering an address that was full of entertainment, abounding in wit and sarcasm. The Unionists, he said, reminded him of a Spanish bullfight, where the toreadors, picadors, and matador were called in successively in a prolonged fight until the bull was killed. Lord Salisbury was the matador, striking the final blow. [Laughter.] The House of Commons had lingered over the Home Rule bill with solicitude. The House of Lords gave the bill short shrift. The bill was treated in the House of Lords on an old receipt for cooking pike: "Fill the pike with everything rich and rare, then throw it out of the window as useless."

Lord Rosebery said that this summary disposal of the great home rule measure entailed upon the House of Lords a tremendous responsibility. The present bill was undoubtedly an experiment, but most legislation was experimental, and Irish legislation was necessarily so. It was a large and generous experiment.

It was not a leap in the dark, but a leap in the light. It was a leap toward the reconciliation of two nations too long divided. It was a stride toward the adjustment of local business, enabling the British people to support the vast and varied burdens of the empire.

TO-DAY'S SUPPLEMENT CONTAINS

Page 9.

An Italian killed by a policeman.
Pertinent questions for Mayor Boody.
Sketch of Capt. Adams, Commander in Chief of the Grand Army.
Riotous deeds of English miners.
Decided in Le Boutillier Brothers' favor.
Funeral of Francis Nolan.
Weinberger's distillery seized.
A bold thief arrested.
The Columbia starts on a trial trip.
Choctaw murderers to be retried.
Forged checks and notes.
On a raft without food.
Four victims of toadstools.

Page 10.

Pastor and Vestry at odds.
Devoted a day to pleasure.
Aroused by parrot and dog.
Commercial Affairs.
Live Stock and Chicago Produce Markets.
State of Trade and Foreign Markets.
Post Office Notice.
Railroad, Steamboat, and Shipping advertisements.

NOTICE TO THE PUBLIC.

This morning "The New-York Daily Times" consists of TEN PAGES. Every newsdealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the Publication Office.

E. & W. "Octa." "Shattemuc." E. & W.
Either style if you wear a low collar.

MARRIED.

HOWARD—LEGG.—At Crestlawn, Tarrytown, N. Y., Sept. 6, 1893, by the Rev. Charles H. Eaton, D. D., ANNIE MARIE, daughter of George Legg, Esq., to ARTHUR PLATT HOWARD of New-York.

WAGNER—HARLAN.—On Tuesday, Sept. 5, 1893, at Saint Mark's Church, Philadelphia, by the Rev. Alfred C. Mortimer, D. D., SAMUEL WAGNER and ANNE LEONARD, daughter of the late Edward Seymour Harlan.

WALKER—SHELDON.—On Monday, Sept. 4, by the Rev. Wm. J. Leggett, Ph. D., EMILY M. SHELDON to STARR KING WALKER, both of this city.

DIED.

Berryman, Charles H.
Boardman, Derick L.
Cockle, Elizabeth B.
Downer, Charlotte R. F.
Downs, J. Orie.
Duff, Bradford F.
Elliman, Arthur B.
Faris, Mrs. Jane.
Foster, Sarah H.
Griffen, Charles H.
Lawrance, Marie L.
McElroy, William H.
Ogden, Jonathan.
Townsend, Mary A.
Williams, E. Calvin.

BERRYMAN.—Very suddenly, at Newport, R. I., Tuesday, Sept. 5, CHARLES H. BERRYMAN.
Funeral services on Friday, Sept. 8, at 10:45 A. M. at Trinity church, Broadway and Wall St.

BOARDMAN.—On Wednesday, Sept. 6, 1893, at his residence, Troy, N. Y., DERICK LANE BOARDMAN, formerly of Rome, N. Y.

COCKLE.—Suddenly, Sept. 7, at Mendham, N. J., ELIZABETH BURNHAM, widow of John Cockle.
Notice of funeral hereafter.

DOWNER.—Thursday, Sept. 7, CHARLOTTE ROOT FORBES, widow of Samuel R. Downer of Whitneyville, Conn.
Funeral from the residence of her son-in-law, George D. Watrous, at New-Haven, Conn., Saturday, Sept. 9, at 2 P. M.

DOWNS.—On Tuesday, Sept. 5, 1893, J. ORIE DOWNS, M. D., aged 45 years.
Funeral service from the residence of William F. Downs, 75 Fairview Av., Jersey City Heights, on Friday, Sept. 8, at 1 P. M.

DUFF.—Sept. 6, at the residence of his father-in-law, Henry H. Rogers, at Fairhaven, Mass., BRADFORD FERRIS DUFF, only surviving child of William H. and Grace Shaw Duff, in the 25th year of his age.
Funeral services will be held on Saturday, Sept. 9, at 1:30 P. M., at 925 Madison Av.

ELLIMAN.—At Austin, Nev., on Sept. 6, ARTHUR BENBOW, only surviving son of Charles B. and Jessie J. Elliman of New-Brighton, S. I., aged 33 years.

FARIS.—On Thursday, Sept. 7, at New-Brighton S. I., Mrs. JANE FARIS, widow of John Faris, in the 83d year of her age.
Funeral services on Saturday, Sept. 9, at 2 P. M., at the residence of George R. King, corner Lafayette and Henderson Avs.

FOSTER.—At Quogue, L. I., Sept. 7, SARAH H. FOSTER, widow of Erastus Foster.
Relatives and friends are respectfully invited to attend the funeral from her late residence on Saturday, Sept. 9, at 12 o'clock.

GRIFFEN.—At Gregory, Mo., Tuesday, Sept. 5, CHARLES H. GRIFFEN.
Funeral service at his late residence, Plainfield, N. J., Saturday, 9th inst., at 2:30 P. M. Funeral private.

LAWRANCE.—Suddenly, on Sept. 5, 1893, at Fisher's Island, N. Y., MARIE LOUISE, wife of John F. Lawrance, and daughter of the late Adolf Rodewald.
Funeral on Friday at the Moravian Church, New-Dorp, S. I., at 2:30 P. M. Boat for Staten Island connecting with train for New-Dorp, leaves South Ferry, foot of Whitehall St., at 1:30 P. M.

McELROY.—On Sept. 7, 1893, after a brief illness, ELLEN ROBINSON, wife of William H. McElroy.
Funeral Saturday, at 3 P. M., from family residence, 236 West 74th St.

OGDEN.—At Bernardsville, N. J., on Tuesday evening, Sept. 5, JONATHAN OGDEN of Brooklyn, in the 84th year of his age.
Funeral service at the residence of his son, 73 Pierrepont St., Brooklyn, Friday afternoon, Sept. 8, at 3 o'clock.

TOWNSEND.—At Oyster Bay, L. I., on Tuesday, Sept. 5, at the residence of her son-in-law, John M. Sammis, MARY ANN TOWNSEND, aged 83 years.
Relatives and friends are invited to attend the funeral at the residence of John M. Sammis, Oyster Bay, Saturday, Sept. 9, at 1:30 o'clock.

WILLIAMS.—At New-London, of paralysis, E. CALVIN WILLIAMS of Baltimore.
Relatives and friends are invited to attend the funeral services on Saturday afternoon, Sept. 9, at 1,302 St. Paul St., Baltimore, at 3 o'clock. Interment private.

GENERAL SOCIETY OF MECHANICS AND TRADESMEN.—Brothers: You are requested to attend the funeral services of our late brother, SAMUEL McCULLOUGH, at his late residence, 109 Leroy St., this (Friday) afternoon, at 1 o'clock.

GUY CULGIN, President.
STEPHEN M. WRIGHT, Secretary.

WOODLAWN CEMETERY,
Woodlawn Station, (24th Ward,) Harlem Railroad
Office, No. 20 East 23d St.

[Official.]

DEPARTMENT OF STATE, WASHINGTON, D. C., Sept. 6, 1893.—Information has been received at this department from Mr. Max Goldfinger, the Consul of the United States at Mannheim, Germany, of the death, on the 9th of July, 1893, at Mannheim, of August Freund of New-York. Per dispatch No. 9. Dated Aug. 15, 1893.

[Official.]

DEPARTMENT OF STATE, WASHINGTON D. C., Sept. 6, 1893.—Information has been received at this department from Mr. Max Goldfinger, the Consul of the United States at Mannheim, of the death, on the 14th of June, 1893, at Karlsruhe, Germany, of Dr. Benny Wolff of New-York. Per dispatch No. 10. Dated Aug. 16, 1893.

Special Notices.

CARRIES OFF THE BILE, improves the digestion and appetite.
CARTER'S LITTLE LIVER PILLS.
Nervousness, Dizziness, Nausea, Headache, relieved by CARTER'S LITTLE LIVER PILLS.
Many forms of Nervous Debility in men yield by use of CARTER'S LITTLE LIVER PILLS.
Valuable for Nervous Weakness, Night Sweats, CARTER'S LITTLE LIVER PILLS.

SOCIETY OF THE CINCINNATI.
GENERAL ORDER.—A meeting of the members of the NEW-YORK STATE SOCIETY OF THE CINCINNATI will be held at Delmonico's, 5th Av., at 3 o'clock P. M. on FRIDAY, Sept. 8, 1893, to determine what action is to be taken in regard to the death of our beloved President, Hon. HAMILTON FISH.

JOHN SCHUYLER, Secretary.

FINANCIAL AND COMMERCIAL

LOWER PRICES THE RULE IN THE STOCK MARKET.

Industrials Lead in the Decline—Chicago Gas and Its Bond Issue—Bonds Less Active, but Comparatively Strong—Money Coming in from the Country—Another Batch of Clearing House Certificates Retired—Dullness and Lower Prices in the Commercial Markets.

NEW-YORK, THURSDAY, Sept. 7—P. M.

The stock market was weaker to-day, and prices generally suffered. The opening was below yesterday's close, but a little strength soon developed and caused small gains to what proved to be the best prices of the day. After that came a period of dullness, followed in the afternoon by further declines. The close was at or near the lowest quotations made.

Trading was less active than it had been earlier in the week. Of the 237,000 shares dealt in, over one-third was in Sugar, Chicago Gas, and General Electric, all of which yielded under the selling, Sugar going off 1 point, Chicago Gas 3½, and General Electric 3⅝. Trading in Gas was particularly active, that stock, with a record of nearly 36,000 shares, heading the list of transactions. Reports of a new bond issue figured largely in causing the decline. After the close of business a statement was issued that the People's Company proposed to put out $8,000,000 in bonds, of which $4,600,000 would be used to retire outstanding issues.

Atchison, Chicago, Burlington and Quincy, and Chicago, Milwaukee and St. Paul led in activity among the railway shares. The bears attacked St. Paul vigorously. It opened at 60 and touched 60⅜, but was carried down to 58⅝. It closed at 59¼, ⅝ of a point below Wednesday's latest price. Atchison lost an even point on the day's business, and Burlington 1¼. Delaware and Hudson was off 2⅞ and Reading 1⅛. Western Union lost 1⅜. Gains for the day were few, but among them was one of 4 points for Rome, Watertown and Ogdensburg and another of 3 points for Evansville and Terre Haute. New-York and New-England picked up ⅞.

Call money was easier and the situation in time money and commercial paper was very much as it was the day before. Considerable amounts of currency continued to arrive from the country. A little gold from abroad also was received. It came by the steamer Spree and amounted to $300,000. The Clearing House Loan Committee canceled $170,000 in certificates. The total issue outstanding is now $37,845,000. No change was made in the issue of certificates by the Boston banks.

In the bond market there was less activity, but prices were generally pretty well maintained.

NEW-YORK STOCK EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Closing. Bid.	Closing. Asked.	Sales.
American Cotton Oil	34¼	34¼	33	33	32½	33½	3,210
American Cotton Oil pf	68¼	68¼	68	68¼	67	68½	550
American Express	108	108	108	108	105	110	11
*American Sugar Refining	88	89¼	87½	87½	87⅝	87¾	31,739
*American Sugar Refining pf	87	87	86	86	85	86½	220
American Tel. & Cable Company	79	79	79	79	79	82	160
*American Tobacco	74	75	74	74	74	75	624
Atchison, Topeka & Santa Fé	21⅛	21⅜	19¾	20	20	20⅛	20,880
Atlantic & Pacific	2⅛	2⅛	2⅛	2⅛	2	2½	10
Baltimore & Ohio	70	70	70	70	68	69½	85
Buffalo, Rochester & Pittsburg	26¼	27⅝	26	26½	25½	27	600
Canada Southern	47	47¼	46½	46½	46¼	46½	610
Central Pacific	21	21	21	21	20½	..	100
Chesapeake & Ohio	17¼	17¼	17⅛	17⅛	17⅛	17¾	670
Chicago Gas	63¼	63⅞	59¾	59¾	59¾	59⅞	34,960
Chicago & Eastern Illinois	55¼	55¼	55¼	55¼	55¼	56¼	100
Chicago & Northwestern	99½	99½	99	99	98¾	99	2,400
Chicago & Northwestern pf	134	134	134	134	..	..	200
Chicago, Burlington & Quincy	85⅜	85½	83½	84⅛	83⅝	83⅞	16,790
C., C., C. & St. Louis	37	37	37	37	36½	37⅛	425
Chicago, Mil. & St. Paul	60	60⅜	58⅝	59¼	59⅛	59¼	19,230
Chicago, Mil. & St. Paul pf	114½	114½	114½	114½	113¾	115	118
Chicago, Rock Island & Pacific	65½	65½	64	64⅜	64¼	64⅝	9,436
Colorado Coal & Iron Dev.	9⅝	9⅝	9⅝	9⅝	9¼	10	100
Colorado Fuel & Iron	24	25	24	25	24½	25	520
Columbus & Hocking Coal	9⅜	9⅜	9	9	9	9⅛	250
Columbus, Hock. Val. & Toledo	20¼	20¼	19	19	18¾	19	1,000
Consolidated Gas Company	127	127	127	127	126	127	110
Delaware & Hudson	116½	116¾	116⅛	116⅜	116⅛	117	820
Delaware, Lack. & Western	138⅝	139¼	138½	138¾	138½	138⅞	1,222
Denver & Rio Grande	10¾	10¾	10¾	10¾	10¼	11	100
Denver & Rio Grande pf	30¾	30¾	30¾	30¾	30	31	25
Distilling & Cattle Feeding	20½	21½	20½	20⅝	20⅝	20¾	5,975
Evansville & Terre Haute	71	75	71	75	76	85	300
General Electric	46½	47½	44	44	44	44¼	18,295
Green Bay & Winona, t. r.	7¼	7¼	7¼	7¼	7	8	224
Homestake	10¾	10¾	10¾	10¾	10	14	100
Illinois Central	95	95	92½	92½	92½	94	20
Iowa Central pf	20½	20⅝	20½	20⅝	20	21	205
Laclede Gas	14¾	14¾	14¾	14¾	14½	15½	100
Lake Erie & Western	18½	18½	18½	18½	17	17¾	3
Lake Shore	121½	121½	120⅛	120⅛	119¾	120⅛	1,345
Louisville & Nashville	55¾	55⅞	55¼	55½	55½	55⅝	1,331
Louisville, New-Albany & Chicago	15	15	15	15	14⅝	15½	400
Louisville, New-Albany & Chi., t. r.	15⅛	15⅜	15	15	14⅝	15½	400
Marquette, H. & Ontonagon	121	122	120½	121½	120¾	121½	1,880
Michigan Central	89	90	89	90	88	90½	55
Minneapolis & St. Louis pf., t. r.	31	31	31	31	29½	31	500
Missouri Pacific	26	26¾	24¾	25	25¼	25¾	6,980
Missouri, Kansas & Texas pf	19	19	19	19	19⅛	19½	10
Morris & Essex	142	142	142	142	..	..	115
National Cordage, 2d as. paid	22⅝	22¾	22¼	22¾	22⅝	22¾	850
National Cordage pf., 2d as. paid	60	60	60	60	60	70	100
*National Lead Company	31½	31½	29	29	29¼	29½	2,995
*National Lead Company pf	70¼	70¼	70⅛	70⅛	70	71	285
National Linseed Oil	18	18	18	18	17	18	100
National Starch	9½	10	9½	10	10	10½	210
New-Jersey Central	104	104	103½	103½	103	104	435
New-York Central	102½	102½	101¾	101¾	101⅝	101⅞	1,568
New-York & New-England	22⅜	24⅛	22⅜	23¼	23¼	23½	4,320
New-York & New-Haven	195	195	195	195	195	200	200
New-York, Chicago & St. Louis	14⅛	14⅛	13⅝	13⅝	13	14¼	30
New-York, Lake Erie & Western	14⅝	15	14½	14⅝	14½	14⅝	2,500
New-York, Sus. & Western	14⅛	14⅛	14	14	13¾	14	920
New-York, Sus. & Western pf., new	44	44	44	44	43	44½	100
Norfolk & Western pf	24½	24½	24½	24½	23½	24½	50
North American	5¾	5¾	5⅜	5⅜	5	5½	2,800
Northern Pacific	7	7⅜	7	7¼	7¼	7½	1,652
Northern Pacific pf	23¼	24¾	23⅛	23⅝	23½	24	1,256
Ontario & Western	15	15	14⅞	14⅞	14¾	15¼	800
Oregon Improvement	10	10	10	10	10¾	12	210
Pacific Mail	14	14	14	14	13¾	14⅛	144
Peoria, Decatur & Evansville	8⅝	9	8½	8½	8¼	8¾	300
Philadelphia & Reading	19	19⅛	18½	18½	18½	18⅝	5,780
Pittsburg & Western pf	29½	29½	29½	29½	28	30	106
P., C., C. & St. L.	15¾	15¾	15	15	15¼	16	300
P., C., C. & St. L. pf	50	50	50	50	50½	55	150
Pullman Palace Car Company	165	165	165	165	165	167	190
Richmond & W. P., 1st ins. pd	1	1	⅝	¾	¾	1	750
Richmond & W. P., 2d ins. pd	2¾	2¾	2¼	2¼	2¼	2½	1,095
Richmond & W. P. pf., t. r.	13	13	13	13	12	15	225
Rome, Watertown & Ogdensburg	104	104	104	104	103	105	175
St. Louis Southwestern	5½	5½	5½	5½	5	6	300
St. Louis Southwestern pf	9	9	8¾	8¾	8⅝	9	300
St. Paul & Omaha	35¼	35½	34⅛	34¼	34	35	1,463
St. Paul, Minn. & Manitoba	104	104	104	104	103	106	50
Southern Pacific	20½	20½	20¼	20¼	20	21	400
Tennessee Coal & Iron	14¼	14¾	14¼	14½	14¼	15	505
Texas Pacific	6¾	7	6¾	7	6⅞	7	80
Union Pacific	23½	23¾	22⅝	23¼	23¼	23⅜	2,495
United States Rubber	31	31	31	31	30	32	110
United States Rubber pf	75	75	75	75	72	78	105
Wabash pf	16¾	16⅞	16⅝	16⅝	16⅝	16¾	775
Western Union Telegraph	82¾	83	81¼	81½	81⅜	81½	14,891
Wheeling & Lake Erie	13	13	13	13	12½	13½	150
Total sales							237,629

*Unlisted.

Mortgages.

	First.	High.	Low.	Last.	Sales.
Amer. Dock 5s	105	105¼	105	105¼	$7,000
*At., T. & S. Fe 4s.	75¼	75¼	75⅛	75⅛	15,500
At., T. & S. Fe 2d 2½-4s, A	43½	43½	42¼	42¼	20,000
At. & Pac. inc	6½	6½	6½	6½	3,000
At. & Pac. 4s	60	60	60	60	5,000
Brooklyn El. 1st	108¼	108¼	108¼	108¼	1,000
B., C. R. & N. 1st	100	100½	100	100½	14,500
Can. South. 1st	104	104	104	104	7,000
Can. South. 2d	97½	97½	97½	97½	3,000
C. of N. J. gen. 5s	108⅞	108⅞	108½	108½	6,000
C. & O. gen. 4½s	72	72	72	72	7,000
C. & O. 6s, 1911	112	112	112	112	2,000
Ches. & O. cn. 5s	100	100	100	100	17,000
C. & O., R. & A. 1st cn. 2-4s	78	78	78	78	2,000
Chi. & E. I. gen. 5s	95	95	95	95	1,000
Chi. & Erie 1st	93	93	93	93	5,000
Chi. & N. P. 1st	46	46½	45	45	57,000
C., B. & Q. deb. 5s	92	92	92	92	2,000
C., B. & Q., Neb. 4s	83½	83½	83½	83½	6,000
C., B. & Q. 7s	116¼	116¼	116¼	116¼	10,000
C., St. L. & N. O. 5s	113	113	113	113	5,000
Col. Mid. cn. 4s	42	42	42	42	2,000
Den. & Rio G. 4s	75⅛	75⅛	75⅛	75⅛	10,000
D., B. C. & A. 1st	60	60	60	60	1,000
E. T., V. & G. 1st	105	105	105	105	1,000
Erie 1st cn	125¼	125¼	125¼	125¼	1,000
Erie 2d cn	74	74	74	74	5,000
Ev. & T. H. 1st	111	111	111	111	2,000
Ft. W. & D. C. 1st	78¾	80	78½	80	36,000
Gen. Elec. deb. 5s	77	77¾	75	75	55,000
Harlem c. 1st	119	119	119	119	1,000
H. & T. 1st 5s	100	100	100	100	5,000
Iowa Cent. 1st	76	76	75	75	2,000
Iron Mt. gen. 5s	73	73	73	73	1,000
Ind., Ill. & I. 1st	75	75	75	75	4,000
Kan. Pacific cn	94½	94½	94½	94½	2,000
K. & T. 1st g. 4s	76⅛	77	76⅛	78	8,000
K. & T. 2d g. 4s	39¾	39¾	39½	39½	8,000
Laclede Gas 1st	78½	78½	78¼	78¼	6,000
Lake S. 2d cn., c	118⅞	119	118	119	16,000
Lake S. 2d cn., r	117	117	117	117	6,000
L. & W. B. cn., as	98	100	98	100	12,000
Long Island 4s	90½	90½	90½	90½	1,000
L., N. A. & C. cn	95	95	95	95	3,000
L., N. A. & C. gen. 5s	67	68½	67	68½	10,000
Met. Elev. 1st	113¾	114	113¾	114	8,000
Met. Elev. 2d	104	104	104	104	1,000
Mich. C. 5s, 1931, r	105	105	105	105	1,000
Mich. Cent. 7s	119	119	118½	118½	8,000
Mid. of N. J. 1st	113	113	113	113	1,000
Mo. Pac. 1st 4s	96	96	96	96	5,000
Mo. Pacific 3d	103	103	103	103	2,000
M. & Ohio gen. 4s	50½	51	50½	51	22,000
N. Y. C. & H. R. 1st, r	120	120	120	120	3,000
N. Y., C. & St. L. 1st	95	95	95	95	4,000
N. Y. Elev. 1st	109	109	109	109	6,000
N. Y., Ont. & W. rfdg. 4s	78¾	79	78¾	79	13,000
N. Y., Ont. & W. 5s	103	103	103	103	2,000
N. Y. S. & W. rfdg. 5s	102	102	102	102	5,000
North Mo. 1st	102	102	102	102	3,000
North. Pac. 1st, c	106½	106⅝	106½	106⅝	3,000
North Pac. 1st, r	106	106	105	105	10,000
†North. Pac. cn. 5s	36½	37	36½	36⅛	31,000
Northwest ex. 4s	92	92	92	92	1,000
Ohio South. 1st	100	100	100	100	8,000
Ore. Imp. cn. 5s	48	48	48	48	7,000
Oregon Imp. 1st	93	93	93	93	3,000
O. S. L. & U. N. cn	64	64	64	64	1,000
O. R. & N. col. tr. 5s	70	70	70	70	1,000
Penn. 4½s, r	102½	102½	102½	102½	15,000
Peo. & East. inc	15	15½	15	15½	17,000
Pitts., C., C. & St. L. 4½s, A	100	100	100	100	17,000
Read. 1st pf. inc	33½	33½	33½	33½	19,000
Read. 2d pf. inc	21¾	21¾	21½	21½	31,000
Read. 3d pf. inc	17½	17½	17¼	17¼	25,000
Read. gen. 4s	69¾	70	69¾	70	20,000
R. & D. 5s, t. r	67½	67½	67½	67½	1,000
Rich. & Dan. 6s	105	105	105	105	5,000
R. & W. P. T. col. tr. 5s, t. r	24	24	22	22	61,000
Rio G. W. 1st	61½	61½	61½	61½	1,000
Rock Island 5s, c	92¾	93	92½	92½	59,000
R., W. & O. cn	110	110	110	110	2,000
St. L., J. & C. 1st	103	103	103	103	1,000
St. L., K. C. & N. R. E. 7s	100¼	100⅜	100¼	100⅜	20,000
St. L. S. W. 1st	59	59½	59	59¼	22,000
St. P. & D. 2d	100	100	100	100	4,000
St. P. 1st, C. & Mo. R. 5s	99	99	99	99	5,000
St. P. 1st, I. & D. ext	122	122	122	122	1,000
St. P. 1st, S. W	107½	107½	106¾	106¾	10,000
St. P., C. P. 6s	111	111	111	111	5,000
St. P., C. P. W. 5s	107½	107½	107½	107½	1,000
‡St. P., W. M. 5s	101¾	101¾	101¾	101¾	5,000
Sav. & W. 1st	39	39	38	38	4,000
So. P. of Cal. 1st	93	93	93	93	8,000
Tol. & O. C. 1st	102	102	102	102	5,000
Union Elev. 1st	104	104½	104	104½	13,000
U. P. col. notes	86½	86½	85	85	15,000
U. P., D. & G. 5s	49	49	48	48	6,000
U. S. Leather 6s	103	103	103	103	5,000
Wabash 1st	100½	100½	100¼	100¼	16,000
Wabash 2d	70	70	70	70	5,000
Wab. 1st, D. & C.	97	97	97	97	5,000
W. U. col. tr. 5s	100	100	100	100	4,000
West Shore 4s, c	98¼	98½	98	98½	13,000
West Shore 4s, r	96	96	96	96	43,000
W., L. E. & Pitts. Coal 5s	70	70	70	70	5,000
Total sales					$1,029,000

*Including $500 at 76½. †Including $10,000 at 35¾, seller 30 flat. ‡Seller 20 flat.

Bid and Asked Quotations.

The following were the closing quotations for stocks in which there were no transactions:

	Bid.	Asked.
Adams Ex	138	143
Alb. & Sus	155	..
Alton & T. H.	18	27
Amer. Coal	72	90
Am. Dist. T.	35	50
Am. Tob. pf.	88	91
Bruns. Co.	4	5
B., R. & P. pf.	..	70
B., C. R. & N.	40	..
Can. Pac.	75	76¼
Chi. & Alton	130	138
C. & E. Ill. pf.	90	91
Clev. & Pitts.	140	..
Col. F. & I. pf.	..	90
C., H. V. & T. pf	61	..
Con. Coal	23	30
D. M. & Ft. D.	5	7
D. M. & F. D. pf	18	..
*D., S. S. & A.	7	8½
*D., S. S. & A. pf.	17	..
E. T., V. & Ga.	..	¼
E. T., Va. & Ga. 1st pf.	8	12
E. T., Va. & Ga. 2d pf.	½	1½
Edison El. Ill.	93	98
Flint & P. M.	..	15
Gt. Nor. pf.	107	110
G. B. & W. pf., t. r.	12	15
H. & Texas	2	5
Ill. Cent. l. l.	88	..
Iowa Cent.	7¼	7¾
Kan. & Mich.	10	..
Laclede G. pf.	55	60
L. E. & W. pf.	66½	68
Long Island	93	98
Man. Beach	2½	4

	Bid.	Asked.
Md. Coal pf.	50	65
M. & St. L. t. r.	11¼	12⅛
Minn. Iron	..	60
Mo., K. & T.	11½	12¼
Mobile & O.	13	14
N., C. & St. L.	60	70
New Cent. C.	..	10
N. Y. & N. pf.	8	9
N. Y., C. & St. L. 1st pf.	54	58
N. Y., C. & St. L. 2d pf.	24	25
N. Y., L. E. & W. pf.	29	30
Norfolk So.	47	..
Ohio South.	25	40
Ohio & Miss.	13	18
Ont. Mining.	7½	9
Ore. R. & N.	40	41
O. S. L. & U. N.	9½	11
Penn. Coal	225	275
Peo. & East.	3	8
P., F. W. & C.	140	..
Quicksilver	1½	2½
Rens. & Sar.	160	..
St. L. So.	95	..
St. P. & Dul.	24	27
St. P. & D. pf.	95	100
St. P. & O. pf.	101	105
Sil. bul. certs.	74¼	..
Tol. & O. C.	27	32
Tol. & O. C. pf.	67	75
Tol., A. A. & N. M.	7½	8½
U. P., D. & G	7¾	8⅜
U. S. Ex.	48	55
Wabash	7⅝	8
Wells-F. Ex.	130	135
W. & L. E. pf.	42	44
Wis. C. pf.	7	8

*Unlisted.

CONSOLIDATED EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Sales.
Am. Cotton Oil	34	34	33½	33½	20
Am. Tobacco	74	74	74	74	150
Am. Sug. Ref.	88⅜	89½	87½	87¾	11,530
At., T. & S. Fé	21⅛	21⅛	19⅞	20	6,290
Col., H. V. & T.	19⅞	19⅞	19¾	19¾	150
Col. F. & I.	24½	24½	24½	24½	100
Can. Southern	47	47	46⅝	46⅝	200
Ches. & Ohio	17⅛	17⅛	17⅛	17⅛	100
Chicago Gas	63⅛	63⅞	59¾	59¾	9,260
Chi., R. I. & Pac.	65⅝	65⅞	64¼	64⅝	15,010
Chi., Bur. & Q.	85⅜	85½	83⅝	84	10,060
Chi., Mil. & St. P.	60	60⅜	58⅞	59⅜	26,550
C., St. P., M. & O.	35¼	35¼	34½	34½	300
Chi. & N. W.	99⅜	99⅜	99	99⅛	800
Del., L. & W.	138½	138½	138½	138½	60
Dist. & C. F	20⅜	21⅝	20⅜	20¾	2,390
Gen. Electric	46¾	47½	44	44½	4,010
Green Bay	7¼	7¼	7¼	7¼	200
L., N. A. & C., t. r.	15	15	15	15	100
Louis. & Nash	55⅝	55⅝	55¼	55¼	110
Mo. Pacific	26	26¼	24¾	25⅝	1,210
Manhattan	120⅞	120⅞	120⅝	120⅝	200
M. & St. L. pf., t. r.	31	31	31	31	200
North. Amer.	5⅝	5⅝	5⅝	5⅝	30
N. Cord., 2d as. pd.	22¾	22⅞	22½	22⅞	130
Nat. Lead	30⅛	30⅛	30⅛	30⅛	20
Northern Pacific	7	7⅛	7	7⅛	140
N. Y. Central	102⅝	102⅝	102⅝	102⅝	40
N. Y., L. E. & W.	14¾	15⅛	14¾	15	60
N. Y. & N. Eng.	22½	24⅛	22½	23⅝	2,270
N. Y., Ont. & W.	14⅞	14⅞	14⅞	14⅞	200
Phila. & Reading	18⅝	19	18⅝	19	520
Tenn. Coal & I.	14¾	14¾	14¾	14¾	100
Texas Pacific	7⅛	7⅛	7⅛	7⅛	10
Union Pacific	23⅛	23⅛	23⅛	23⅛	30
Western Union	82⅝	82⅞	81	81½	5,120
Wabash pf.	16⅞	16⅞	16⅝	16⅝	600
Total sales					97,770

Bonds.

	First.	High.	Low.	Last.	Sales
A., T. & S. Fé 2d A.	43	43	43	43	$10,000
At. & Pac. 4s	60¼	60¼	60¼	60¼	3,000
B., C. R. & N. 1st	100½	100½	100½	100½	3,000
Can. South. 1st	104	104	104	104	2,000
Chi. & Erie 1st	93⅛	93⅛	93⅛	93⅛	3,000
Chi. & N. P. 5s	48½	48½	45½	45½	9,000
Chi., B. & Q. cn.	116¼	116¼	116¼	116¼	3,000
Ft. W. & D. C. 1st	98¾	98¾	98¾	98¾	1,000
Gen. Elec. deb. 5s	77¾	77¾	77¾	77¾	5,000
Mo., K. & T. 2d	39¾	39¾	39¾	39¾	5,000
Mobile & O. gen.	50½	50½	50½	50½	3,000
Nor. Pac. 5s	36⅛	36⅛	36⅛	36⅛	7,000
Or. Imp. 5s	48	48	48	48	3,000
Ont. & West. 4s	79	79	79	79	3,000
P. & R. gen. 4s	69¾	69¾	69¾	69¾	7,000
Rich. & Dan. cn.	105⅛	105⅛	105⅛	105⅛	2,000
Rock Island 5s, c.	92¾	92¾	92¾	92¾	5,000
St. L. Southw. 1st	59⅛	59½	59⅛	59½	8,000
U. P., D. & G. 1st	49	49	49	49	1,000
Total sales					$83,000

Mining Stocks.

La Crosse	.04	.04	.04	.04	700

Oil.

Pipe Line certs.	60¾	60¾	60¾	60¾	1,000
Clearances					20,000

THE MONEY MARKET.

Money on call loaned at from 2@4 ₱ cent. The last loan was made at 2 ₱ cent.

Time money continued as easy as on Wednesday, with a small commission charged on a majority of loans.

Not much was doing in mercantile paper. Rates were unchanged from yesterday.

Call money in London was quoted at 3 ₱ cent., short and three months' bills at 3⅛@3¼ ₱ cent.

The Bank of England reports increase in bullion for the week of £272,000. Reserve increased £492,000, and proportion of reserve to liability is 51.30 ₱ cent., against 48.25 last week and 50.33 a year ago. The bank's gold holdings now compare as follows with corresponding dates one and two years ago.

1893.	1892.	1891.
£26,273,121	£27,581,567	£26,001,121

The Bank of France reports decrease for the week of 3,925,000f gold and 1,100,000f silver. The bank's sterling holdings make the following comparison:

	1893.	1892.	1891.
Gold	£67,475,630	£67,190,278	£53,971,000
Silver	50,455,075	51,836,315	50,327,000

The bank has lost in all $5,700,000 gold since the July imports to the United States began.

The New-York Clearing House canceled $170,000 in loan certificates; amount outstanding, $37,845,000.

SILVER STATISTICS.

Bar silver in London sold at 34⅛d ₱ ounce. The New-York price for bars was 73⅝c an ounce. Mexican silver dollars were quoted at 59c.

The Mercantile Safe Deposit Company reports silver on hand 161,053 ounces; none deposited or withdrawn; certificates outstanding, 160.

The Government has bought 35,000 ounces of silver at 73½c ₱ ounce.

FOREIGN AND DOMESTIC EXCHANGE.

In the foreign exchange market there was very little doing. The tone was easy. Posted rates for sterling were $4.83½ for sixty-day bills and $4.87½ for demand. Actual business was done at $4.82¾@$4.83 for sixty-day bills, $4.85¾@$4.86 for demand, $4.86¾@$4.87 for cables, and $4.81½@$4.81¾ for commercial.

In Continental exchange, francs were quoted at 5.22½ for long, and 5.19⅜ for short; reichsmarks at 94⅜ and 95⅜, and guilders at 40¼ and 40½.

New-York exchange was quoted as follows: Chicago—40@50c premium. New-Orleans—Commercial, $1 premium; bank, $5 premium. Boston—20@25 discount for cash. Charleston—Buying, ⅛ discount; selling, par. Savannah—Buying, ⅛ discount; selling, par to $5. San Francisco—Sight, 20 premium; telegraph, 30 premium.

CHANGES IN STOCKS.

ADVANCED.

Buff., Roch. & Pitts.	2½	National Starch	1¼
Col. Fuel & Iron	¾	N. Y. & New-Eng.	⅞
Consolidated Gas	1	N. Y., N. H. & H.	2
Evans. & T. H.	3	Rome, W. & O.	4
Morris & Essex	1⅞		

DECLINED.

American Cotton Oil	2	General Electric	3⅝
Am. Cotton Oil pf	1¾	Laclede Gas	1
American Sugar Ref.	1	Lake Shore	1⅞
Amer. Sugar Ref. pf.	3⅛	Missouri Pacific	1⅛
Am. Tel. & Cable	1	National Lead	2
At., T. & S. Fe	1	New-York Central	1¼
Chicago Gas	3½	Phila. & Reading	1⅛
Chi., Bur. & Quincy	1¼	P., C., C. & St. L.	1¼
Chi., R. I. & Pac.	1¼	St. Paul & Omaha	¾
Col., H. V. & Tol.	¾	U. S. Rubber	3
Del. & Hudson	2⅞	Western Union Tel.	1⅜

RAILWAY AND OTHER BONDS.

There was less activity in the railway mortgage market. The principal changes were:

ADVANCED.

Am. D. & I. 5s	3¼	Michigan Cent. 7s	1
Bur., C. R. & N. 1st	1½	Mid. of N. J. 1st	3
Ches. & O. gen. 4½s	1	Missouri Pac. 1st 4s	1½
C., St. L. & N. O. 5s	1	Missouri Pacific 3d	1
Col. Midland cn. 4s	1	N. Y., O. & W. 5s	1
E. T., Va. & Ga. 1st	3	North Missouri 1st	1½
Erie 1st cn	2¼	Northwestern ext. 4s	2
Ft. W. & D. C. 1st	1½	Ohio Southern 1st	1
Harlem 1st, c	3½	Or. S. L. & U. N. cn	4
Hous. & T. 1st 5s	1	P., C., C. & St. L. 4½s, A	1
Iowa Central 1st	2	Rio Grande W. 1st	1½
Laclede Gas 5s	1¼	St. L., J. & C. 1st	1½
Lake Shore 2d cn., c	2	St. P. 1st, Southwest	1¾
Lake Shore 2d cn., r	2	Wabash 2d	1
L., N. A. & C. gen. 5s	1½		

DECLINED.

Chi. & North. P. 1st	1½	Rich. & W. Pt. 5s, t. r.	1
Chi., Bur. & Q. deb. 5s	1	St. P. 1st, C. & M. R. 5s	1
Erie 2d cn	2	St. P. 1st, C. P. & W. 5s	2
General Elec. deb. 5s	2	Sav. & West. 1st	1
Kansas & Texas 2d	2¼	Tol. & O. C. 1st	2
L. & W. B. cn. as	2	U. P., D. & G. 1st	1
North. Pacific 1st, c	2⅜	U. S. Leather 6s	1
Peoria & East. inc	3	W., L. E. & P. Coal 5s	2

Government bonds were unchanged. The following were the closing quotations:

	Bid.	Asked.		Bid.	Asked.
2s, 1891, r.	98	....	Cur. 6s, 1896	104	....
4s, r.	110½	111½	Cur. 6s, 1897	106	....
4s, c.	111½	112½	Cur. 6s, 1898	109	....
Cur. 6s, 1895	102	....	Cur. 6s, 1899	111	....

In State bonds, $8,000 Arkansas 7s, Little Rock, Pine Bluff and New-Orleans, sold at 8.

RAILWAY EARNINGS.

	1893.	Increase.	Decrease.
Cin., Jack. & Mack.—			
4th week August	$17,596	......	$7,717
Month	54,707	......	17,879
L. E. & Western—			
4th week August	95,245	......	27,443
Month	299,195	......	45,149
From Jan. 1	2,385,027	$146,403	......
Phila. & Erie, July—			
Gross	454,193	32,828	......
Op. expenses	353,404	9,638	......
Net	100,789	23,189	......
For 7 months—			
Net	948,479	234,191	......
Texas & Pac., July—			
Gross	471,389	......	30,977
Op. expenses	413,120	......	19,036
Net	58,269	......	11,941
For 7 months—			
Gross	3,756,785	310,393	......
Op. expenses	3,049,897	......	201,707
Net	706,888	512,163	......

BIDS FOR BANK STOCKS.

East River....200 | Western National...105

OUTSIDE SECURITIES.

(Reported by Messrs. Tobey & Kirk, 8 Broad Street.)

	Bid.	Asked.
*American Bank Note	..	50
American Surety	165	200
*American Type Founders' pf	..	80
Atlantic Mutual Ins. scrip of '93	99	103
†Atlantic Trust	235	285
Bond & Mortgage Guarantee	..	105
†Broadway Insurance	..	120
Broadway & Seventh Avenue	160	..
Broadway & Seventh Avenue 1st	98	..
Broadway & Seventh Avenue 2d	90	..
Broadway Surface 1st 5s	97	..
Broadway Surface 2d	85	96
Brooklyn City Railroad	151	..
Brooklyn Elevated	18½	20
Brooklyn Traction	16	19
Brooklyn Traction pf	50	65
California Pacific stock	5	8
Central Cross-Town	140	..
Central Park, North & East River	..	146
Central R. R. & Banking of Ga. 1st 7s	100	104
Central Trust	900	980
Central N. J. Land & Improvement	..	75
Celluloid	85	90
Consolidated Electric Storage	..	3
Continental Trust	145	155
Dry Dock, East Broadway & Battery	130	138
Detroit, Hillside & S. W., (4 ₱ cent. L. S.)	..	88
†Equity Gas of Williamsburg 5s	29	39
Equitable Gas, New-York	160	168
Equitable Gas 1st 6s of New-York	102	106
†Eighth Avenue	240	265
Farmers' Loan & Trust	..	710
42d St., Manhattan & St. Nicholas Av.	..	70
*42d St., Manhat. & St. Nicholas Av. 1st	107	..
42d St., Manhat. & St. Nicholas Av. 2d.	..	60
Gold & Stock Telegraph	94	100
†Georgia Pacific 1st	..	90
Georgia Pacific 2d	..	36½
Herring-Hall-Marvin pf	77	85
Hecker-Jones-Jewell Milling pf	..	90
*Int. & G. N. 1st coupon scrip	90	..
†Iron Steamboat	..	12
Iron Steamboat bonds	60	70
Journeay & Burnham	55	68
Journeay & Burnham pf	..	99
Kings County Elevated	..	12
Kings County Elevated 2d	..	39
Long Island Traction	20¾	21¼
Mutual Gas, New-York	130	137
†Manhattan Elevated 4 ₱ cent. scrip	85	88
†Madison Square Garden stock	..	15
Metropolitan West Side 5s	60	72
Mexican National Construction pf	..	12
New-Jersey and New-York Railroad	1	..
National Union Bank	170	..
New-Orleans Pacific land grant	15	..
New-York, Lackawanna & Western	100	..
New-York, New-Haven & Hartford	190	..
New-York, N. H. & H. con. deb. 4s, (25 ₱ cent. paid)	..	56
New-York Guaranty & Indemnity	275	..
N. Y. & N. J. Telephone	..	87
Northwestern Telegraph	100	..
†New-York Biscuit	20	..
New-York Loan & Improvement	..	53
New-York Security & Trust	200	230
Old Dominion Steamship	..	80
Oregon Pacific Railroad 1st	..	8
Pacific & Atlantic Telegraph	50	..
Pennsylvania Coal	..	280
Postal Telegraph & Cable	40	52
Pratt & Whitney pf	..	81
*Standard Oil Trust	131½	135
Standard Gas	..	38
Standard Gas pf	..	75
Second Avenue Railroad 1st 5s	100	..
†Second Avenue Railroad	105	..
State Trust	195	220
Staten Island	55	60
Southern & Atlantic Telegraph	75	..
Southern National Bank	..	99
Staten Island Rapid Transit 1st 6s	104	..
Third Avenue Railroad	135	140
Third National Bank, New-York	..	108
Toledo, Ann Arbor & N. M. 1st cn. 5s	28	48
Toledo, St. Louis & Kansas City	1	4
Toledo, St. Louis & Kansas City pf	..	14
Thurber-Whyland pf	20	30
Trenton Potteries pf	..	89
Terre Haute & Indianapolis	100	..
Terre Haute & Logansport	22	..
Title Guarantee and Trust	150	170
United States Mortgage	150	..
Union Ferry	..	45
‡Union Ferry 1st 5s	..	95
Union Railway stock ("Huckleberry")	120	..
Union Railway 5s ("Huckleberry")	95	100
Union Elevated 2d	42	47
United States Trust	..	810
Valley Railroad (Ohio) 1st 7s	..	105
Wagner Palace Car	108	111
Winona & Southwestern 1st	..	48
Winona & Southwestern	2	4

*Ex dividend. †Nominal. ‡With interest.

THE COMMERCIAL SITUATION.

Generally Lower Prices and Dullness in the Markets.

Wheat had only a light trade, and chiefly in a scalping and switching way, with the close weak at ⅝@⅞c decline as following the West.

Corn advanced early on continued reports of dry weather, but eased off a little and closed at ¼@⅜c over yesterday.

Cotton was lower all day on local realizing, and, as following Liverpool, with the close steady at a loss of 4@6 points.

Coffee was dull and partly 10 points higher on firmer Continental cables.

THE BOSTON MARKETS.

BOSTON, Sept. 7.—The market opened quiet and generally steady. Boston and Maine and Fitchburg were the features, both being strong and advancing in price. The advance in Fitchburg is attributed by commission brokers to a meeting of investment orders. Toward the close the market became weak and closed fractionally lower.

Clearing House exchanges to-day were $11,845,953, as against $15,825,061 for the corresponding day last year; balances to-day, $1,494,519; same day last year, $2,178,905. No Clearing House certificates were issued or retired. At the Clearing House this morning the situation was very easy. Money was freely offered at 8 ₱ cent. and little demand was noticed. There are loans still outstanding at 7 3-10 ₱ cent., but rates will not probably break perceptibly or permanently until the creditor banks find that their balances are being paid largely in legal tenders. Then loan certificates will command a premium and bills will be at a discount. Already indications are favorable to this result. Over $10,000 in currency was paid in at the Clearing House on Tuesday and about $15,000 yesterday.

Banks report heavy deposits of bills, although mostly of small denominations; the larger denominations, which, of course, have been principally hoarded, are not yet in ample supply. Bills, however, changed hands at par this morning for loan certificates, and this seems bound to be the feature of the near future. New-York funds are in plentiful supply and light demand. Sales were made at 20@25 discount for cash.

In the outside market the tendency is toward easier conditions. So long as banks can get loan certificates paying 7 3-10 ₱ cent., and backed up by the resources of the associated banks, so long they cannot be expected to be large lenders at lower rates; but, with the continuance of the present flow of currency to the banks, a change in the interest of the borrower is likely to be sharp and sudden. Money on call ranges from 7@8 ₱ cent. Time money is much more easily obtainable, but banks are not as yet advertising their willingness to accept lower rates. Money, can be had, however, by the right borrowers on the right collateral at about 7 ₱ cent. on six months. Mercantile paper is in greater demand, and 10 ₱ cent. is beginning to be looked upon as rather a high rate. Rates are: Business paper, 9@12 ₱ cent.; corporation loans, 7@8 ₱ cent.; collateral loans, 7@9 ₱ cent.; call loans, 7@9 ₱ cent. Boston sterling net rates are: Cables, $4.87½; demand, $4.86½; 60 days' sight, $4.82¾; commercial 60 days' sight, $4.79½. The City of Boston will advertise another loan to-morrow for $1,014,500.

Messrs. Spencer Trask & Co., 10 Wall Street, New-York, report closing quotations as follows:

	Bid.	Asked.
Atchison	19⅞	20
At. Mining	7¾	8
Bay State G.	9	10
Bost. & Alb.	200	..
Bost. & Low.	177	179
Bost. & Me.	149	150
Bost. & Prov.	240	..
B. & M. Min.	20	20¼
Boston Land.	3⅜	3¾
Bell Tel.	189	190
B. & Bost. M.	6½	6¾
C., B. & Q.	83⅝	83⅞
Cal. & Hecla	258	262
Cent. Mass.	14	..
Cleve. & Can.	..	3
Cent. Min.	2¾	3
Domin. Coal.	15¼	16
Erie Tel.	41	41½
Frank. Min.	9½	10
F. & P. M. pf.	43	50
Fitchburg	14	..
Fitchburg pf.	81	83
Ft. W. E. Co.	5	..
Kear. Copper.	5½	6
Lamson S. S.	16¾	..
Maine Cent.	114	115
Mex. Cent.	..	8¼
N. Y. & N. E.	23	23¼
NY & NE pf.	55	60
N. E. Tel.	51	52
Old Colony	170	178

	Bid.	Asked.
Oregon S. L.	10¼	11
Osceola Min.	25½	26
Pull. P. Car.	165	166
Quincy Min.	95	100
Tamarack M.	135	137
Gen. Elec.	44¼	44½
Gen. Elec. pf.	65	..
West. Elec.	20½	22
West. El. pf.	41	44
Wis. Cent.	7¼	7¾
Water Pow'r.	1¼	..
W. E. Land.	13½	13¾
W. E. St. Ry.	56	..
W. E. St. R. pf.	..	60
Atchison 4s.	73½	74¼
Atch. 2d, as.	..	41½
C., B. & N. 5s.	99½	..
C., B. & N. 2d 6s.	..	99½
Mex. Cent. 4s.	47¼	..
M. C. 1st inc.	..	14
M. C. 2d inc.	6	8½
N. Y. & N. E. 7s.	112	..
N. Y. & N. E. 6s.	104½	105½
N. Y. & N. E. 2d 6s.	95	100
Wis. Cent. 5s.	69	70
W. Cent. inc.	14	14½

MONEY BALANCES.

WASHINGTON, Sept. 7.—The statement of the United States Treasurer, showing the classified assets of the Treasury and demand liabilities to-day, is as follows:

ASSETS.

Gold coin and bullion	$177,876,248
Silver dollars and bullion	330,048,694
Silver dollars and bullion, act July 14, 1890	150,234,313
Fractional silver and minor coin	13,618,076
United States notes	14,451,753
United States Treasury notes	4,000,688
Gold certificates	117,550
Silver certificates	2,530,574
National bank notes	3,041,396
Deposits with national bank depositories:	
General account	12,397,651
Disbursing officers' balances	3,839,374
Total	$712,156,317

LIABILITIES.

Gold certificates	$80,459,019
Silver certificates	328,666,504
United States Treasury notes	150,069,280
Currency certificates	5,735,000
Disbursing officers' balances, agency accounts, &c.	41,095,587

The receipts from internal revenue to-day were $317,543, from customs $607,051, and miscellaneous, $18,721. The national bank notes received to-day for redemption amount to $84,291.

CHICAGO STOCK MARKET.

CHICAGO, Sept. 7.—On the Stock Exchange to-day West Chicago sold at 140@137; North Chicago at 200, Lake Street "L" at 23½, Strawboard at 37½, Street's at 23¾. Money, 7 per cent. Bank clearings, $14,514,643. New-York exchange, 25c. premium.

ON THE LONDON EXCHANGE.

Stocks Somewhat Depressed by Realizations and Unfavorable Reports.

Special Cablegram to The New-York Times.

LONDON, Sept. 7.—Americans opened today below parities, further realizations and poor current earnings having a depressing influence. St. Paul was steady on the strength of its annual statement and Eries were steady, too, on account of a report that the receivership would shortly be terminated, but rumors were current that seconds would be reduced to 4 and 2 per cent. income bonds.

Discounts advanced ¼ per cent. on the unchanged bank rate, which came as a surprise, nothing in the return or in the money market warranting the present rate.

Money till next settling day rules at 3¼ per cent.

Other markets were irregular. Brazilians were down, owing to the revolt. Peruvians and Mexicans were up, owing to the strength of silver. Argentines were down, owing to realizing.

In English rails, northern lines were up, owing to the improved coal-strike situation, but southern lines were down, owing to the spread of cholera cases in Westminster.

American railway securities were weak in the London market. The principal changes were: *Declined*—Northern Pacific preferred, 1, to 24¼; Illinois Central, 1, to 96; St. Paul, ⅞, to 61¾; Louisville and Nashville, ¾, to 57⅝; Kansas and Texas, ½, to 12⅜; Erie, ⅜, to 15⅛; Reading, ¼, to 10⅛; Ontario and Western, ¼, to 15⅜; Union Pacific, ⅛, to 24½, and Canadian Pacific, ⅛, to 77⅞. *Advanced*—Lake Shore, 1½, to 125. Atchison sold at 21¾ and Wabash preferred at 17¼. British consols were quoted at 97 5-16 for money and 97⅝ for account.

PHILADELPHIA PRICES.

PHILADELPHIA, Sept. 7.—The strong market of the last few days wound up to-day in a boom in local stocks. Metropolitan Traction, on urgent buying orders, rose to 95½, Philadelphia Traction to 84¼. Baltimore Traction was steady at 19. United Gas Improment rose to 57. Lehigh Valley advanced 4 points, to 34, on the covering of shorts by an active trader, but there was a reaction at the close of 3 points. Reading securities were all dull and inclined to be weak. There is some talk of buying for control, but none of this can be traced in Philadelphia.

The premium on currency has entirely disappeared, and money is obtainable more freely on call, but is hard to get as yet on time. New-York exchange sold at ¼ ₱ cent. premium. The buying is by banks, who wish to make up their reserves. There is a movement again on foot to make Philadelphia a central reserve city.

The market closed unsettled. Total sales were: Lehigh Valley, 2,358 shares; Northern Pacific 2,610; Northern Pacific preferred, 400; Pennsylvania, 1,015; Reading, 5,058; St. Paul, 800; Philadelphia and Erie, 100; Western New-York and Pennsylvania, 125; Atchison, 325; Baltimore Traction, 2,800; Metropolitan Traction, 1,800; Philadelphia Traction, 975.

Dick Brothers & Lawrence, 30 Broad Street, New-York, report closing prices as follows:

	Bid.	Asked.		Bid.	Asked.
Balt. Traction	18¾	18⅞	North. Pac. pf.	23½	23¾
Hunt. & B. T.	33½	..	Pennsylvania	50⅞	51⅛
Hunt. & B. T. pf.	47½	..	Penn. Steel	..	65
Ina. Co. of N. A.	18½	19	People's Trac.	13	13½
Lehigh Nav.	49	50	Phil. Traction	82	83
Lehigh Valley	32½	32¾	Phil. & Erie	25	27
Met. Traction	92	93	Reading	9⅜	9 7-16
Minehill	62	65	Rochester	..	54
Newark P. 5s	....	80	U. Co.'s of N. J.	..	216½
Northern Cent.	..	68	W. N. Y. & P.	4⅝	5
Northern Pac.	7¼	7⅜			

CALIFORNIA MINING STOCKS.

SAN FRANCISCO, Sept. 7.—The official closing quotations for mining stocks to-day were as follows:

Alta	.15	*Mexican	.55
Best & Belcher	.55	*Ophir	.80
Bodie Consolidated	.20	*Potosi	.55
Bulwer	.15	Savage	.25
Chollar	.25	Sierra Nevada	.50
*Con. Cal. and Va	1.30	Union Consolidated	.35
*Crown Point	.25	Utah	.10
*Gould & Curry	.30	*Yellow Jacket	.50
*Hale & Norcross	.55		

*Asked.

Excursions.

MANHATTAN BEACH.

TRAINS LEAVE FOOT EAST 34TH ST.

6:20, 7:20, 8:40, 10, 11 A. M., 12:30, 1:30, 2:40, 3:40, 4:40, 5:40, and half hourly thereafter from 6 to 9:30 P. M., and at 11 P. M. Additional trains on Saturdays, 2, 3, 4, 5 P. M. On Race Days Coney Island Jockey Club, 12, 1, 2, 3, 4, 5 P. M. Parlor car special 1 P. M. Sundays, 8:40, 10:10, 11:10 A. M., 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:00, 5:40, 6:00, 6:40, 7:00, 7:40, 8:00, 8:40, 9:00, 9:40, 10:00 P. M.

WHITEHALL ST., termini of all elevated roads and street-car lines, hourly from 7:10 A. M. to 1:10 P. M., and half hourly from 1:40 to 8:40 and 9:10 P. M. Additional trains on Saturdays, 12:40 P. M. On Race Days C. I. J. C., 11:40 A. M., 12:40 P. M. Sunday, hourly from 8:10 to 10:10 A. M., and half hourly from 10:40 A. M. to 9:10 P. M. Parlor cars on all principal trains. Tickets on sale at elevated railroad stations.

ROUND TRIP, 50 CENTS.

PAIN'S STORMING OF VICKSBURG AND MAGNIFICENT FIREWORKS every evening this week.

CONEY ISLAND,

BRIGHTON BEACH,
WEST BRIGHTON BEACH,
CONEY ISLAND POINT.

BOATS BY BAY RIDGE FERRY,

connecting with the

CULVER ROUTE,

Leave foot of Whitehall St., terminus of elevated roads, and all street-car lines.

Hourly from 7:10 to 10:10 A. M. and half hourly from 10:40 A. M. to 9:10 P. M. Last train from Coney Island 11:08 P. M. Sunday, hourly from 8:10 to 10:10 A. M., and half hourly from 10:40 A. M. to 9:40 P. M. and 10:20 P. M. Last train leaves Coney Island at 11:08 P. M. Tickets on sale at elevated railroad stations.

ROUND TRIP, 40 CENTS.

ROCKAWAY BEACH

AND JAMAICA BAY.

LEAVE LONG ISLAND CITY—6:35, 9:15, 11:00 A. M., 2:05, 3:50, 4:50, 5:45, 7:00, 8:00 P. M. Sundays, 7:10, 9:15, 10:15, 11:50 A. M., 1:05, 2:00, 3:05, 4:15, 6:15, 7:00, 8:35, 9:30 P. M.

ROUND TRIP, 50 CENTS.

THE "NEW-YORK WORLD'S FAIR."

GLEN ISLAND

Most magnificent Summer resort in the world. Delightful sail on fast steamers. Two Grand Concerts daily. Wonderful foliage and plants. Unequaled Menagerie and Aquarium. "KLEINDEUTSCHLAND." "The Dairy." Boating, bathing, fishing, bowling, billiards. Steam Launches. Genuine Glen Island Clambake. Dinner à la carte.

—TIME TABLE.—

FROM PIER 18, N. R., foot of Cortlandt St., 8:45, 9:45, 10:45, A. M., 12:00 M., 1:30, 2:30, 3:30 P. M. FROM 32D ST., E. R., 9:30, 10:30, 11:30, A. M., 12:45, 2:15, 3:15, 4:15 P. M. BROOKLYN, SOUTH 5TH ST., 9:05, 10:05, 11:05 A. M., 12:20, 1:50, 2:50, 3:50 P. M. FROM GLEN ISLAND, 10:45 A. M. for Pier 18 and 32d St.; 11:45, 12:45 for Pier 18 only. ALL LANDINGS, 3:30, 5:00, 6:00, and 7:00 P. M.

40c.——EXCURSION TICKETS——40c.
EXTRA BOATS ON SUNDAYS.

IRON STEAMBOAT COMPANY,

THE ONLY ALL-WATER ROUTE TO

CONEY ISLAND,

STEAMERS LANDING AT THE OCEAN PIERS.

TO-DAY'S TIME TABLE:

FROM WEST 22D ST., N. R., 9:00, 10:00, 11:00, 12:00 A. M.; 1:00, 2:00, 3:00, 4:00, 5:00, 6:00 P. M. FROM PIER (NEW) NO. 1 N. R., 9:30, 10:30, 11:30, A. M.; 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30 P. M.

RETURNING, LEAVE CONEY ISLAND, 10:40, 11:40, A. M.; 12:40, 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40 P. M.

Excursion tickets, 50 cents. Tickets on sale at all down-track stations of the elevated railroads. East side passengers carried free from Whitehall St. to Battery Place and vice versa. Returning passengers require no tickets from Battery Place to Whitehall St.

Excursions.

"AN AUTUMN OUTING."

EXCURSION TO

Mauch Chunk, Glen Onoko,

AND THE

Famed Switchback,

VIA CENTRAL RAILROAD OF NEW-JERSEY.

SATURDAY, SEPT. 9,

A special express train will leave New-York from foot of Liberty St., North River, at 8:15 A. M. Leave Brooklyn from Annex station, foot Fulton St., at 8 A. M.; returning, arriving in city about 9 P. M.

Fare for round trip, from New-York, $2.25; from Brooklyn, $2.45. Switchback tickets at half rates if purchased on excursion train.

Tickets will be good to return on Sept. 10 or 11 on payment of $1 to agent at Mauch Chunk.

West Point, Newburgh and Poughkeepsie

Daily except Sundays by Day Line Steamers NEW-YORK AND ALBANY.

From Brooklyn, Fulton St. (by Annex)...8:00 A. M.
" New-York, Desbrosses St. Pier.....8:40 "
" New-York, West 22d St. Pier.......9:00 "
Returning, due in New-York at 5:30 P. M.

MORNING and AFTERNOON CONCERTS.

SATURDAY AFTERNOON EXCURSION TO WEST POINT.

Steamer MARY POWELL, leaving Desbrosses St. at 1:45 P. M., West 22d St. at 3 P. M. Arriving at West Point at 4:30 P. M. Returning on any of the West Shore Railroad trains. Passengers will have ample time to see Dress Parade, Government Buildings, &c. Fare for round trip, ONE DOLLAR.

Meetings.

PEORIA, DECATUR AND EVANSVILLE RAILWAY COMPANY.

EVANSVILLE, Ind., Sept. 7, 1893.

The annual meeting of stockholders of this company will be held at the offices of the company in Peoria, Ill., Tuesday, Oct. 3, 1893, at 12 o'clock noon.

The stock transfer books of the company will be closed Tuesday, Sept. 12, at 3 P. M., and reopened Wednesday, Oct. 4, at 10 A. M. at the office of the Central Trust Company, New-York.

By order of the Board of Directors.

W. J. LEWIS, Secretary.

Copartnership Notices.

42 NEW ST.,
NEW-YORK, Aug. 31.

THE FIRM OF AMES & SHERA HAS THIS day been dissolved by mutual consent. Mr. FREDERICK F. AMES will sign the firm name in liquidation.

FREDERICK F. AMES,
J. FLETCHER SHERA.

Legal Notices.

AT A SPECIAL TERM OF THE SUPERIOR Court of the City of New-York, held at the County Court House, New-York City, on the 8th day of June, 1893.—Present: Hon. David McAdam, Judge.—In the matter of the voluntary dissolution of the New-York Concert Company, Limited.

On reading and filing the petition of RUDOLPH ARONSON, H. S. Mendelson, Francis H. Kimball, Albert Aronson, H. L. Kingsbury, and William J. Finch, Jr., the majority of the Directors of the New-York Concert Company, Limited, a domestic corporation created under and by the laws of this State, having its principal office located in the City, County, and State of New-York, and the schedules thereto annexed, duly verified by the petitioners on the 5th day of June, 1893, praying for a dissolution of the said corporation, and on reading and filing the notice of motion praying for the appointment of a temporary receiver of the property of said corporation pending the final determination of this proceeding, and upon proof of due service of said notice of motion on the Attorney General of the State of New-York, and on motion of David Leventritt, attorney for the petitioners,

It is ordered, that all persons interested in said corporation show cause before this court, at a special term thereof, to be held at Chambers in the County Court House, in the City of New-York, on the 15th day of September, 1893, at the opening of court on that day, or as soon thereafter as counsel can be heard, why the said corporation should not be dissolved.

It is further ordered, that a copy of this order be published at least once in each week of the three weeks immediately preceding the said 15th day of September, 1893, in the New-York Law Journal and The New-York Times, newspapers published in the city, County, and State of New-York, wherein this order is entered; and it appearing to the satisfaction of the court that the said corporation is insolvent,

It is further ordered, that Fabius M. Clarke and Henry T. Cutter, of the City and County of New-York, be and they hereby are appointed temporary receivers of all the property, things in action and effects, real, personal, and mixed, of the said corporation, the New-York Concert Company, Limited, and of all the property held by it pending the determination of this proceeding, with the usual powers and duties enjoyed and exercised by temporary receivers, according to the practice of this court and of the statutes in such cases made and provided, and with the power to pay such amounts as may be due to and are legally entitled to a preference for wages of employes, operators, and laborers of the said corporation at the time they take possession of its property.

And it is further ordered, that the said receivers before they enter upon the duties of their trust, do execute and file with the Clerk of this court a bond to the people of the State of New-York, with at least one sufficient surety to be approved by the court, in the penalty of twenty-five thousand dollars, in the form prescribed by law, for the faithful performance of their duties as receivers herein imposed, or that may be hereafter imposed upon them, and for the due accounting of all moneys received by them.

And it is further ordered, that upon the filing of such bond thus approved, the said receivers be and they hereby are authorized and directed to take possession of and sequestrate the property, things in action and effects, real, personal, and mixed, of the New-York Concert Company, Limited, and take and hold all property held by or in possession of said corporation.

It is further ordered, that said receivers forthwith proceed and recover by process of law or otherwise pursuant to statute and subject to such direction as the court may from time to time give in the premises, any sum or sums which may be due to said corporation, if the person so indebted be not wholly insolvent, or any property to which said corporation may be entitled.

It is further ordered, that all moneys of said corporation be immediately deposited by said receivers in the Mercantile Trust Company of New-York, to be held by said last-mentioned trust company, subject to the further order of the court and to the credit of the receivers in this proceeding; said money so deposited as aforesaid with said trust company not to be delivered over by it, except subject to and in pursuance to the order of this court.

It is further ordered that no application shall be made to any court nor shall any action of the court be asked or suffered by the receivers relative to or in any way connected with the duties of said receivers or the funds or assets of the defendant above mentioned or their transfer, sale, or delivery, unless due notice of such application be first given to the Attorney General of the State of New-York, as required by law. Enter. D. McA., J.

(A copy.)

[SEAL.] THOMAS BOESE, Clerk.

au25-1aw3wF&s13

NEW-YORK SUPREME COURT, CITY AND County of New-York.—EMMA MAY ROSS, plaintiff, against JAMES M. ROSS, defendant.—Summons.—Action for a divorce.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 14, 1893.

THOMAS J. FARRELL,
Plaintiff's Attorney.

Office and Post Office address, No. 261 Broadway, New-York City, N. Y.

To the above-named defendant, James M. Ross: The foregoing summons is served upon you by publication pursuant to an order of the Hon. Morgan J. O'Brien, one of the Justices of the Supreme Court of the State of New-York, dated the first day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House, in the City of New-York.—Dated Aug. 10, 1893.

THOMAS J. FARRELL,
Plaintiff's Attorney.

au11-law6wF 261 Broadway, New-York City.

SUPREME COURT, COUNTY OF NEW-YORK.—HENRY C. ANDREWS, Plaintiff, against WILLIAM BURNLEY, Samuel A. Davenport, and Charles A. Hitchcock, Defendants.—Summons.—To the above-named Defendants and to each of them: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, N. Y., May 4th, 1893.

WILLIAM J. MEAGHER,
Plaintiff's Attorney.

Office and Post Office address, No. 2 Wall Street, N. Y. City.

To William Burnley and Samuel A. Davenport, defendants above named: The foregoing summons is served upon you by publication pursuant to an order of Hon. Chas. H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York, dated the 24th day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York on the 24th day of August, 1893.—Dated New-York, N. Y., August 24th, 1893.

WILLIAM J. MEAGHER,
au25-law6wF Plaintiff's Attorney.

THE PEOPLE OF THE STATE OF NEW-York to all persons interested in the estate of JAMES G. B. WOOLWORTH, assigned to CHARLES H. DANIELS for the benefit of creditors, send greeting:

You and each of you are hereby cited and required personally to be and appear at a Special Term of the Court of Common Pleas for the City and County of New-York, to be held in the County Court House, in the City and County of New-York, on the 20th day of October, 1893, at 10:30 o'clock in the forenoon, then and there to show cause why a final settlement of the accounts of Charles H. Daniels, the assignee of the above-named James G. B. Woolworth, insolvent debtor, should not be had, and if no cause be shown, then to attend the final settlement of the assignee's accounts.

In testimony whereof, I have hereunto caused the seal of the said Court of Common Pleas for the City and County of New-York to be hereunto affixed. Witness, Hon. Joseph F. Daly, Chief Justice of said court, this 7th day of September, 1893.

[L. S.] ALFRED WAGSTAFF, Clerk.

NELSON SMITH, Attorney for Assignee, 97 Nassau Street, New-York City. s8-law6wF

FINANCIAL DIRECTORY

CLEARING HOUSE BANKS IN THE FOLlowing list are arranged in the order of their Association number.

BANKS.

National City — 52 Wall Street
Chemical National — 270 Broadway
GALLATIN NATIONAL. CAPITAL, $1,000,000. SURPLUS, $1,600,000. 36 Wall Street
National Bank of Commerce — CAP. AND SURPLUS, $8,664,000. 29 NASSAU ST.
MERCANTILE NATIONAL. Capital, $1,000,000. Surplus Fund, $1,000,000. 191 Broadway
National Bank of the Republic — Wall Street and Broadway
Hanover National Bank — CAPITAL, $1,000,000. SURPLUS, $1,895,000. 9 AND 11 NASSAU STREET
The Nassau Bank — Corner Beekman and Nassau Streets
National Park Bank — 214 and 216 Broadway
Fourth National — 16 Nassau Street
Central National — 322 Broadway
Chase National — 15 Nassau Street
Fifth Avenue — Fifth Avenue, corner 44th Street
Lincoln National — 34 East 42d Street
Seaboard National — 18 Broadway
Eleventh Ward Bank — 147 Avenue D
Fourteenth Street Bank — 3 East Fourteenth Street
Hide and Leather National — 88 Gold Street

TRUST COMPANIES.

Continental Trust Company — 18 Wall Street
KNICKERBOCKER TRUST CO. CAPITAL AND SURPLUS, $1,000,000. 234 Fifth Av. and 18 Wall Street
Manhattan Trust Co. — 20 Wall Street
NEW-ENGLAND LOAN AND TRUST CO. The Debentures of this corporation are a safe 6 per cent. investment. 160 Broadway
New-York Security & Trust Co. — 46 Wall Street
THE STATE TRUST CO. CAPITAL AND SURPLUS, $1,800,000. 36 Wall Street

Financial.

NEW-YORK, July 19, 1893.

TO THE HOLDERS OF THE BONDS OF THE

Toledo, St. Louis and Kansas City Railroad Company:

In accordance with a resolution passed at a meeting of holders of the bonds of the above-named Company, the undersigned, a Committee appointed to represent the interests of the First Mortgage Bondholders, have prepared a preliminary plan and agreement for the protection of the holders of said bonds, which is now ready for EXAMINATION and SIGNATURE at the office of the Farmers' Loan and Trust Company, Trustees of the mortgage, 16, 18, 20, and 22 William St., New-York City.

ROSEWELL G. ROLSTON,
GEORGE COPPELL,
M. L. SCUDDER,
ERNEST DICHMAN,
W. HOWARD GILDER,
Committee.

IMPORTANT NOTICE.

To the Security Holders of the

Evansville & Terre Haute R. R. Co.

It gives us great pleasure to announce that we have to-day completed satisfactory arrangements for the protection of all interests in your property, and we therefore withdraw our request for proxies for use at the coming election.

HARVEY FISK & SONS,
24 Nassau Street.

NEW-YORK, September 7, 1893.

H. B. HOLLINS & CO.,
BANKERS,
CORNER OF WALL AND BROAD STS.,
Issue Circular Letters of Credit.
Available for Travelers in All Parts of the World.

BARING, MAGOUN & CO.,
15 Wall Street, New York.
BILLS OF EXCHANGE AND LETTERS OF CREDIT available in all parts of the world. Also Traveling Credits for use in this country, Mexico, and the West Indies.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Dividends.

THE COMMERCIAL CABLE COMPANY.
(Mackay-Bennett System.)
NO. 1 BROADWAY, NEW-YORK.
DIVIDEND NO. 17.

A quarterly dividend of One and Three-quarters Per Cent. on the outstanding stock of this company is hereby declared payable on the 2d day of October, 1893, out of its net earnings to all stockholders of record on the 20th day of September, 1893.

The transfer books will be closed at 2:30 P. M. on the 20th inst., and reopened on the morning of the 3d of October next.

By order of the Board of Directors.

E. C. PLATT, Treasurer.

Dated Sept. 5, 1893.

HERRING-HALL-MARVIN CO.
DIVIDEND NO. 5.
Sept. 1, 1893.

A dividend of 2 PER CENT. for the quarter ending Aug. 31, 1893, has this day been declared on the preferred stock of this company, payable on Sept. 12. The transfer books will be closed at the transfer office of the company, No. 71 Broadway, New-York City, at 3 o'clock P. M., Sept. 8, and be reopened at 10 o'clock A. M. Sept. 12. Checks will be mailed to stockholders.

RICHARD T. PULLEN, Secretary.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.
SEPT. 5, 1893.

A quarterly dividend of One and One-quarter Per Cent. will be paid on the preferred stock of this company on Oct. 2, 1893, to stockholders of record at the close of business Sept. 16, 1893, at the office of Messrs. Drexel, Morgan & Co., New-York. Transfer books will close at 12 M., Sept. 16, 1893, and reopen at 10 o'clock A. M. Oct. 3, 1893.

E. F. OSBORN, Secretary.

Auction Sales of Stocks and Bonds.

NOTICE OF SALE.

Notice is hereby given that, pursuant to the terms of a certain trust agreement between A. S. GARRETSON and the undersigned, as trustees, dated Dec. 31, 1892, we shall sell at public auction at the Real Estate Exchange and Auction Room, Nos. 59 and 61 Liberty St., in the City of New-York, by Richard V. Harnett & Co., auctioneers, on TUESDAY, the 19th day of September, 1893, at 12 o'clock noon, the following securities, held by us under said trust agreement as security for the payment of the principal and interest of certain promissory notes described therein, viz.:

10,600 shares of the capital stock of the Sioux City and Northern Railroad Company of the par value of $100 each, and

2,346 of the first mortgage 5 per cent. gold bonds of the Sioux City, O'Neill and Western Railway Company of the sum of $1,000 each, with coupons for payment of semi-annual interest from and including April 1, 1893, to the maturity of the bonds attached thereto.

Terms will be announced at time of sale by the auctioneer.

Dated New-York, Aug. 29, 1893.

J. KENNEDY TOD & CO.,
Trustees.

STRONG & CADWALADER, Attorneys, 36 Wall St., New-York.

IN THE REAL ESTATE FIELD.

Little Doing in the Auction Market for the Present.

In the salesroom at 111 Broadway yesterday, Mr. William Kennelly sold, under foreclosure of a second mortgage, the six-story brick factory building 88 Monroe Street, south side, 114.4 feet east of Pike Street, 22.8 by 93.2 by 22.6 by 93.10. The first mortgage, with accrued interest, aggregates $21,237.59. Solomon Bachrach, the plaintiff in the proceedings, bought the property for $5,100 above the first mortgage and interest, making a total of $26,337.59 for the property, which brings in $3,300 per year rent.

The sale of property on Walton Avenue and One Hundred and Forty-ninth Street announced for yesterday by D. Phœnix Ingraham & Co. was adjourned to the 26th inst.

To-day Mr. Peter F. Meyer will sell under foreclosure, William A. Boyd, referee, 24 East Sixty-fourth Street, south side, 74 feet west of Madison Avenue, 21 by 100.5, four-story stone-front dwelling. Due on judgment, $3,661; on prior mortgage, $42,500.

New Buildings.

In the Building Department yesterday plans for the following new buildings and alterations were filed:

By Wolf Marcher of 614 West Forty-eighth Street, for a two-story brick stable at the same address; $4,000.

By Franz Stolpe of 759 East One Hundred and Sixty-seventh Street, for a two-story frame dwelling on the north side of Tremont Avenue, west from Dyer Avenue; $2,400.

By Frank Warner of 245 Lenox Avenue, alterations to a three-story brick dwelling at 123 West One Hundred and Twenty-fifth Street; $2,500.

By Henry Stanton, alterations to a four-story brick dwelling at 10 West Forty-ninth Street; $4,000.

Recorded Real Estate Transfers.

Thursday, Sept. 7.

Leonard St, 74; Charles L. Colby and others to Martha L. Colby and others, ¾ part	$1
Same property; Gardner Colby and others to Martha L. Colby, 1-16 part	1
Market St, 12; Julius Dreyfus to Laemmlein Buttenwieser and another	44,000
St. Mark's Place, 27; Harris Mandelbaum and others to Michael Fay and another	25,450
Lewis St, 137; Frederick A. Botty, executor, to Hermann Baumann	1
2d Av, e s, 20.10 ft n of 115th St, 20x80; Mary J. Naliski to Philip Levi and wife	1
Park Av, 1,873 and 1,875; Charles Siedler and wife to Edward C. Prescott	39,000
5th Av, 2,105; Frank Barry and another to James B. Smyth	15,500
2d Av, 2,121; Harriet M. Quigley and another to John J. Quigley	18,250
115th St, 334 East; Solomon A. Cohn and others to Francesco Bovino	12,500
Sherman Av, Plot 71 and 80, map of estate of Isaac Dyckman, Fort George property, 12th Ward; John M. C. Martin and others to George O'Gorman and another	1
Sherman Av, Plots 71 and 80, map of estate of Isaac Dyckman, Fort George property, 12th Ward; James M. C. Martin and others to George O'Gorman and another	1
Simpson St, e s, 265 ft n of 167th St, 25x100; Charles O'Hara to Jane F. O'Hara	10
57th St, n s, 89.8 ft w of 9th Av, 21.4x100.5; Peter F. T. Hansen and wife to Mary L. Seaton	1
75th St, n s, 123 ft w of West End Av, 19x102.2; Charles G. Judson and wife to John F. Coney	1
69th St, s s, 100 ft e of West End Av, 25x100.5; Charles F. Bates to Charles S. Bates and others	3,500
60th St, n s, 220 ft e of 4th Av, 20x100; Garrett Nagle and wife to Martha M. Read	25,000
63d St, 29 East; Mary G. Chatfield to Hannah Waixel	30,000

Recorded Mortgages.

Bovino, Francesco, to S. A. Cohn and another; 334 East 115th St, 5 years	$3,000
Burke, W. D., and another to J. M. C. Martin; centre line of Sherman Av, s of Dyckman St, 3 years	4,750
Baumann, Hermann, to Society for the Relief of Poor Widows with Small Children; w s of Lewis St, n of Houston St, 5 years	8,000
Colby, Martha L., and others to L. W. Churchill and others, trustees; 74 Leonard St, 2 years	90,000
De Logerot, Blanche H., and another to F. R. Coudert and another, trustees; 112 to 116 West 18th St, demand	5,000
Dreyfus, Julius, to J. L. Buttenweiser; n s of West 3d St, e of Macdougal St, demand	20,000
Fay, Michael, and another to Harris Mandelbaum and another; n s of 8th St, w of 2d Av, demand	4,000
Fink, George, and wife to Louisa Grunewald; 463 Lexington Av, demand	3,000
Gilman, Henry K., to Julius Lippman and another; s s of 57th St, w of 6th Av, 1 year	15,000
Horton, William W., and another to E. F. Debeixedo; 158 Wooster St, 3 years	5,000
Hurcomb, Fanny H., and another to Marston Watson; n s of 159th St, w of 10th Av, 1 year	6,300
Jacob, Emma L., and another to John Lawrence; 625 Broadway, 3 years	65,000
Lynch, Katharine T., to James D. Lynch; 385 and 387 Washington St, demand	650
Lawson, Jacob, to Elisabeth Williamson; s s of 94th St, w of Boulevard, demand	14,000
Levi, Philip, and wife to M. J. Kaleski; e s of 2d Av, n of 115th St, 4 years	2,250
Same to W. A. Chanler and another, executors; e s of 2d Av, n of 115th St, 5 years	8,500
Mitz, Wolf, and others to David Mitz; 273 Delancey St, 5 years	2,500
McKiernan, Francis, to Carolyn B. Waterbury; e s of St. John's Av, s of 187th St, 3 years	125
McManus, E. F., to J. J. Radley; 123 West 93d St, 1 year	1,000
O'Gorman, William, and wife to Dry Dock Savings Institution; s s of 74th St, w of 1st Av, 1 year	5,000
Rosendorff, Morris, to Oscar L. Richard and others; 279 Grand St, 1 year	10,309
Rohrig, William F., and wife to Babette Cohen; n s of 13th St, w of 1st Av, 1 year	10,000
Smith, Rosanna, to Hannah Kramer and another; 869 6th Av, 3 years	16,000
Seaton, Mary L., to Peter F. T. Hansen; n s of 57th St, w of 9th Av, 4 years, (three mortgages)	22,000

Mechanics' Liens.

Filed yesterday in the County Clerk's office.

Broadway, 1,454 and 1,456; J. L. Mott Iron Works against John G. Norris and Meyer L. Sire, owners; Isaac O. Shumway, contractor	$4,719
Broadway, 1,452 to 1,456; Candee & Smith against same owners; Meyer L. Sire, contractor	3,016
187th St, s s, 325 ft e of Willis Av, 50 ft front; William H. Brandt against W. H. Lampheir, owner and contractor	45
Pier in East River, between Roberts's and Harbeck's stores; C. S. Buell against Emily Watson and others, owners; H. G. Siebert, contractor	89
Monroe St, 56; John Simmons Company against Eagle Distillery Company, owners and contractors	366
54th St, 100 East; Frank Flanagan against Francis E. V. Dunn, owner; W. F. Trevett, contractor	23
Cortlandt St, 18; George C. Trede against — Schmidt, lessee; John P. Block, contractor	304
5th Av, 124 to 128; Thorpe & Knowles against Blanche H. De Logerot, owner; Richard De Logerot, contractor	4,371

Apartments To Let—Unfurnished.

Central Park Apartment Buildings.

59th St., 58th St., and 7th Av.

Madrid, Lisbon,
Cordova, Barcelona,
Granada, Salamanca,
Valencia, Tolosa.

TITLE GUARANTEE & TRUST CO., TRUSTEE,
Northeast corner 58th and 7th Av. and 55 Liberty St.
Also Agts. "Hawthorne," 59th St., bet. 6th & 7th Avs.

City Flats To Let—Furnished.

FURNISHED FLAT TO MAY 1; EIGHT rooms, all light; $55. Janitor, 242 West 43d St.

City Flats To Let—Unfurnished.

BACHELOR APARTMENT TO LET
in the fire-proof building
501 5TH AV., CORNER 42D ST.
Magnificent suite, comprising entire second floor,
RENT, $2,500.
Could be fitted up in two apartments.
Also smaller suites, $750 up,
Elevator, steam heat, attendance, &c.
MEALS SERVED ON PREMISES.
E. A. CRUIKSHANK & CO., 176 Broadway.

HOTEL
San Remo
Central Park West and 75th St.
A few very desirable apartments to rent from September or October; in the most desirable location in the city; no housekeeping; chamber service, heat, light, and all attendance free; meals served on the American plan at very reasonable prices.

A.— Rents, $40 to $70.
THE LORING,
Boulevard and West 74th St., Amsterdam Av.
Roomy, light, well-ventilated Apartments, with steam heat, mirrors, open fireplaces, door service, &c.; reasonable rents; first-class service; immediate occupancy or Oct. 1. Apply on premises or to J. E. WHITAKER, 278 Boulevard, near W. 74th St.

NEW AMSTERDAM,
Corner of 75th Street and Amsterdam Av.
ELEGANT NEW APARTMENTS TO LET.
Rents from $720 to $1,800, including elevators, steam heat, electric lights, &c. Apply on premises.

APARTMENTS TO RENT
IN THE FIRE-PROOF BUILDING,
50 MADISON AV., corner 28th St.

Country Real Estate for Sale.

JERE. JOHNSON, JR.'S FLAG
PROTECTED BY DECISION
OF SUPREME COURT,
NOV. 13th, 1888.

JERE. JOHNSON, JR.
Sells
Beautiful Homes
on Monthly Payments

DON'T IMITATE FLAG.

WHAT DO YOU THINK
of a lot supplied with
WATER MAINS AND STONE SIDEWALK
IN THE VERY BEST PART OF
FLATBUSH,
Right at a Rapid-Transit Station,
and within 25 minutes of
THE BROOKLYN BRIDGE,
FOR $250, PAYABLE IN
MONTHLY INSTALLMENTS GRADED TO TERMINATE IN TWO YEARS WITHOUT INTEREST, OR WITH A DISCOUNT FOR ALL CASH!
ALL TITLES INSURED.
Free Passes, Good Daily,
FOR KENSINGTON HEIGHTS.
JERE. JOHNSON, JR., 60 Liberty St., New-York, and 189 and 191 Montague St., Brooklyn.

City Real Estate for Sale.

AUCTIONEER. AGENT.
Geo. R. Read,
REAL ESTATE,
9 PINE ST., ASTOR BUILDING.
BROKER. APPRAISER.

FOR SALE OR RENT—An old-established furnished-room house, handsomely furnished. Apply 53 Washington Square.

City Houses To Let—Unfurnished.

NO. 63 WEST 97TH ST.,
Bet. Central Park West and Columbus Av.,
Elegant four-story brick and stone front house,
DECORATED AND GAS FIXTURES,
to lease; rent, $1,320;
or for sale AT A MODERATE PRICE.
The finest house in the neighborhood for the price asked. Apply to JOHN N. FARQUHARSON,
335 Boulevard, near 76th St.

Summer Resorts.

MAINE.

PASSACONAWAY INN,
York Cliffs, Me. First season. Rates from ROMER GILLIS, Manager, P. O. & R. R., York Beach, Me.

NEW-JERSEY.

HOTEL NETHERWOOD,
NETHERWOOD, N. J.
OPEN INTO OCTOBER.
Forty-five minutes from Liberty St., Central Railroad of New-Jersey. Elegant brick structure. All modern conveniences. FRANK E. MILLER.

NEW-YORK.

MANHANSET
House and Cottages, Shelter Island, L. I., N. Y. Greatly enlarged and improved; beautiful new music hall; electric lights; elevator; suites with baths; healthfully located amid beautiful scenery, drives, and groves; yachting, bathing, fishing, dancing, &c. Open until Sept. 15. Easily accessible by new fast trains on Long Island Railroad and new steamers Montauk and Shelter Island. Send for terms and illustrated pamphlet to H. D. W. LAWSON, formerly of Murray Hill Hotel, Manager, Manhanset House, Suffolk County, N. Y.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

Autumn Resorts.

An Ideal Hotel at Last!
The Hotel of the World.
Seeing Is Believing.

Halcyon Hall, Millbrook, Dutchess County, New-York. Opens Sept. 14. Ninety miles from New-York. Elevation, 1,000 feet. Russian Royal Court Orchestra three times daily. Write Manager for illustrated prospectus.

Situations Wanted—Females.

Chambermaids.

CHAMBERMAID, &c.—By a reliable young girl to do chamberwork and sewing; will assist at waiting or washing; good reference; good home preferred to high wages. 592 Columbus Av., Kellett's Block.

CHAMBERMAID, &c.—By a competent chambermaid; understands sewing and waiting on lady; willing and obliging; good city reference. Address J., Box 252 Times, Up Town.

CHAMBERMAID.—By a young girl to do chamberwork and waiting in a small private family; with city reference. Address M. M., Box 320, Times, Up Town.

CHAMBERMAID.—By a competent young woman; willing to assist with washing and ironing; city or country; city reference. 243 West 41st St., first floor, back.

CHAMBERMAID, &c.—By a young Welsh girl as chambermaid and waitress or do general housework in family of two; good city reference. J. D., 348 West 56th St.

CHAMBERMAID AND WAITRESS.—By a smart young girl, lately landed from England, as chambermaid and waitress; private family; best references. 67 King St., first floor.

CHAMBERMAID.—By a young girl as chambermaid and to assist with children; in a private family; good references. Apply to Mrs. O'Donnell, 100 East 29th St.

CHAMBERMAID.—By a young girl lately landed; chamberwork and plain sewing. Apply at 435 West 56th St., first floor.

CHAMBERMAID—WAITRESS.—By two young girls to do chamberwork and waiting; city references. Call at 306 West 19th St.; no cards.

CHAMBERMAID.—By a young girl as chambermaid or parlormaid; best city references. Address K., Times's Agency, 59 West 39th St.

Companions.

COMPANION.—By a well-educated lady, speaking and writing perfectly French and German, and good musician, as lady's companion or nurse to one child. Address L. J., 384 9th Av.

Cooks.

COOK.—By a Swede as first-class cook in private family where kitchenmaid is kept; understands the business in all branches; can take charge of kitchen; best of references. Address Cook, Box 19, 1,242 Broadway.

COOK.—By respectable woman as first-class cook in private family; understands her business thoroughly; excellent baker; best city reference. 206 East 59th St.

COOK.—By competent cook; understands her business thoroughly; all kinds soups, meats, poultry, and desserts; excellent baker; good city reference. Address M. F., Box 251 Times, Up Town.

COOK.—By a respectable German woman as first-class plain cook; competent, neat, and clean. Mrs. E. Willareth, 345 West 27th St.; ring bell twice.

COOK.—By respectable woman as first-class cook in private family; understands her business thoroughly; excellent baker; best city reference. 206 East 59th St.

COOK, &c.—By a good cook and to assist with washing and ironing; private family; best city references. 1,113 Park Av., first bell, right side.

COOK.—By a colored girl as cook, washer, and ironer; good city reference. 214 West 29th St., basement.

COOK.—An excellent family cook; makes good soups and desserts; good baker; city reference. Address E. M., Box 387 Times, Up Town.

COOK.—By a reliable woman; is a good family cook and baker; would assist with washing; city reference. 490 6th Av., Room 14; no cards.

COOK.—By a respectable colored woman as cook in boarding house; to sleep home; good city reference. 139 West 28th St., rear.

COOK.—By first-class cook; understands all kinds of cooking; good baker; city or country; city reference. 149 West 28th St., Room 2.

COOK.—By a first-class cook; understands all kinds of cooking; city references. Call or address 165 West 25th St., second bell.

COOK.—By a good cook in a private family; best city reference; no objection to assist with washing. 1,113 Park Av., first bell, right side.

COOK.—By a first-class cook; good city reference. Call at 220 East 52d St.

Day's Work.

DAY'S WORK.—A respectable Englishwoman would like day's work or care of bachelor's apartment; excellent worker. Address E. W., [illegible] Av., care of Miss Solomon, top floor.

Situations Wanted—Females.

Day's Work.

DAY'S WORK.—By a respectable woman; housework or housecleaning by day or week; honest, willing, and obliging; best city reference. 423 West 56th St., top floor.

DAY'S WORK.—By a competent woman to go out by the day as excellent cook and laundress; thoroughly understands housework; best city reference. Address M. C., Box 379 Times, Up Town.

DAY'S WORK.—First-class laundress to go out by the day, or will do housecleaning; is good plain cook; good city references. Address M. M., Box 325 Times, Up Town.

DAY'S WORK.—Competent woman as good cook by the day or week, or would do plain washing; best city reference. 129 West 33d St., room 6.

Dressmakers.

DRESSMAKER.—French; competent; sew by day; private families; first-class cutting, fitting, trimming, draping; arrangements of dress; moderate terms; best references; only letters. Mme. Ferrier, 343 West 35th St.

DRESSMAKER.—An experienced French dressmaker; cuts by S. T. Taylor system; $1.75 by the day through September. Couturiere, 235 West 32d St.

SEAL SACQUES REDYED, REPAIRED, OR made into fashionable capes. Mrs. Barker, 116 West 39th St.; 17 years with George Smith, London, and Gunther's Sons, 5th Av.

Governesses.

GOVERNESS OR COMPANION.—Acquirements: Advanced English, French, Latin, and music. Teacher, Box 209, Marlborough, Ulster County, N. Y.

Housekeepers.

HOUSEKEEPER.—By a young woman as housekeeper in a widower's family, or take charge of bachelor apartments. 268 West 39th St., Adams's bell.

HOUSEKEEPER.—By respectable Hungarian lady as housekeeper; city or country; good reference. 448 West 37th St. N. Neubauer.

Houseworkers.

HOUSEWORK.—By a reliable woman to do general housework in small private family; good city reference. M. G., Box 384 Times, Up Town.

HOUSEWORK.—By competent young woman to do general housework in small family; city reference. Address K. M., Box 345 Times, Up Town.

HOUSEWORK.—By young girl to do light housework in small family; good references; no cards. Call at 400 West 58th St., ring McLoughlin's bell.

HOUSEWORK.—By a neat, reliable girl for housework in small family; good reference. 226 East 35th St.; ring three times.

Lady's Maids.

LADY'S MAID.—By an experienced person; competent in all her duties; good family seamstress; understands hairdressing and dressmaking; good packer and traveler; English; best city references. Address S. K., 25 East 38th St.

LADY'S MAID.—By a Paisienne as lady's maid or seamstress in private family; two years' reference. Address N. M., Box 380 Times, Up Town.

MAID.—By French maid as maid and seamstress with family who are going to Cuba; willing to help all around; speaks English and Spanish; good references. Call, one month, E. d'E., care Mrs. Milan, 140 West 25th St.

MAID.—By an American Protestant girl as maid and seamstress to lady or grown children; understands dressmaking, also fine hand sewing; best city reference from last employer. 493 6th Av., store; no cards.

Laundresses.

LAUNDRESS.—By a Protestant woman as competent laundress in all branches; city or country; willing to assist in other duties if required; good city reference. Address L. M., Box 321 Times, Up Town.

LAUNDRESS.—By a young woman as laundress; willing to help with chamber work in a private family; eight years' reference from her last place. Address M. O., Box 389 Times, Up Town.

LAUNDRESS.—By a thoroughly-competent Swedish girl; perfect in her work; excellent city reference. S. L., 106 West 42d St.

Massage.

MASSAGE.—By a young Englishwoman certificated as experienced masseuse to ladies and children only; references from past patrons. Miss Williams, 126 West 34th St.

Nurses.

INFANT'S NURSE.—By an experienced infant's nurse; best reference; city or country. Call 563 9th Av.; McGann's bell.

NURSE.—By reliable young North of Ireland Protestant as experienced infant's nurse; can take entire charge and bring up on bottle; best city reference. 251 West 26th St.; ring Hetherington's bell.

NURSE.—By a well-educated lady speaking perfectly German and French in a good family to one or two children, or to assist a lady. Address L. T., Box 383 Times, Up Town.

NURSE.—By a young woman to take care of baby; can take entire charge of baby; has first-class city reference. Call at 260 West 31st St.

NURSE.—By an experienced North German nurse to take care of one or two children; good seamstress; city reference. Address P. D., 2,051 3d Av.

NURSE.—By an experienced monthly nurse, a few more engagements, or as invalid nurse. 707 7th Av., from 10 to 12.

NURSE.—By a French girl as nurse to children; good references. 164 West 24th St.

NURSE.—By a young French girl, newly landed, as nurse. 299 7th Av., first floor.

NURSE.—By a young girl, 16 years, to take care of children; sleep home. 750 10th Av.

Seamstresses.

SEAMSTRESS.—By a young Englishwoman as seamstress; can renovate and alter dresses and do all kinds of family sewing; reference from first-class family in city. L. F., 50 East 29th St.

Waitresses.

WAITRESS, &c.—By a young woman as waitress or parlormaid; first-class city reference; private family preferred; lady can be seen; yet in country. 200 East 55th St.

WAITRESS, &c.—By a young girl as waitress, or chambermaid and waitress; private family; city reference. Call, Thursday, 230 East 45th St.; ring Lynch's bell.

WAITRESS.—By competent woman as waitress in a private family. Call at present employer's, 122 East 17th St.

WAITRESS.—By a colored girl as waitress or chambermaid in boarding house; good city reference. Call at 214 West 29th St., basement.

WAITRESS.—By a competent girl as waitress in a boarding house; good reference. 205 West 36th St.

Washing.

WASHING.—By a respectable woman to do washing at home; out-door drying; from 75 cents to $1 per dozen. Mrs. Calchoon, 204 East 47th St.

Miscellaneous.

KITCHENMAID.—By a respectable girl as kitchenmaid in a private family; good city reference. 354 West 39th St.

Situations Wanted—Males.

Butlers.

BUTLER.—By a young man in a private family, who understands the duties of a butler thoroughly; can furnish first-class references from former employers. Address J. M., Box 262 Times, Up Town.

BUTLER.—By a middle-aged man; perfectly understands his business; where parlormaid or second man is kept; stylish appearance; highest reference. Address Competent, Box 256 Times, Up Town.

BUTLER.—By a young man; Protestant; understands his business thoroughly. Address William Hickman, 56 Ravine Av., Yonkers, N. Y.

BUTLER.—English; thoroughly competent; good references. Address A. C., Box 268 Times, Up Town.

BUTLER.—English; thoroughly competent; has first-class English and American references. Address A. E. B., Box 259 Times, Up Town.

BUTLER AND VALET.—Thoroughly understands his duties; French; age 34; personally recommended. Address Butler, 158 West 21st St.

BUTLER.—By experienced man; tall and neat; three years' personal city reference. Address A. P., 1,227 Broadway.

BUTLER AND VALET.—By a young German; city or country. Butler, 106 West 24th St., first flat.

BUTLER.—English; best English and American references; life abstainer. Answer R. T., Box 101, 159 East 47th St.

BUTLER.—Where second man is kept; English; age, 30; single; wages, $50; excellent city references. Address G., Box 388 Times, Up Town.

BUTLER.—By competent man as butler and valet in private family; good city reference. Address T. A., Box 324 Times, Up Town.

BUTLER.—English; thoroughly competent; good references. Address D. C., Box 390 Times, Up Town.

COACHMAN.—Married; eleven years' best city reference with one private family; disengaged on account of giving up horses; present family to be seen; no objection to city or country. D. Keefe, 130 West 31st St.

COACHMAN.—By young man as first-class coachman and groom; one that thoroughly understands his business; just disengaged; best personal city reference. Call or address Thomas, 208 West 37th St., third floor.

COACHMAN.—By young man who thoroughly understands his business; thoroughly reliable; best city reference. Address J. Condon, 570 3d Av., second floor, care of Mrs. Hunt.

COACHMAN OR GROOM.—Single; willing to make himself useful; understands care fine horses and harness; city or country; references. H. B., 226 East 40th St.

COACHMAN AND GROOM.—By a young man; thoroughly understands fine horses, carriages, and harness; sober, honest, and reliable; first-class reference. Apply McGrath, 427 West 57th St.

COACHMAN.—By Englishman; age 31; single; thoroughly competent; good reference. Address G. B., Box 382 Times, Up Town.

COACHMAN.—First-class; English; married; no incumbrance; best city references. Call or address W. P., 5 East 58th St.

COACHMAN.—By a young man as coachman; best city reference. Address J. B., 160 East 44th St.

COACHMAN.—Competent; English; married; aged 30; six years' city references; no objection to country. Edward C. Lescost, Rhinebeck, N. Y.

Situations Wanted—Males.

Coachmen.

COACHMAN.—Gentleman disposing of his horses wants situation for his coachman; single; reliable; strictly temperate; first-class groom; thoroughly experienced; city or country; careful driver; understands gardening, milking; willing; generally useful; wages moderate; can highly recommend him. Address Wilson, 57 Park Place, store.

COACHMAN.—First-class; single; age 29; thoroughly understands the proper care and treatment of fine horses, carriages, and harness; first-class references from New-York, Brooklyn, and Washington, D. C.; last employer can be seen. Address T. Byrnes, stable, corner 30th St. and 6th Av.

COACHMAN.—First-class; single; age 31; understands the proper care and treatment of fine horses, harness, and carriages; strictly sober and honest, as references from New-York, Brooklyn, and Washington, D. C., will certify; last employer can be seen. Address L. Byrnes, 103 West 30th St.

COACHMAN AND GARDENER.—By a young man; thoroughly understands his business and has always lived in the country, who is capable of taking full charge of gentleman's place; last employer seen. Address C. B., Box 385 Times, Up Town.

COACHMAN AND GROOM.—By a young man; German; understands proper care of horses, harness, carriages; is sober, willing, and obliging; good reference; city or country. Call or address 147 East 41st St., stable.

COACHMAN.—By a young married man; small family; one who thoroughly understands his business in all branches; four years' best city reference from last employer, who can be seen. Address Coachman, 233 East 11th St., private stable.

COACHMAN.—By young man as first-class coachman and groom; one that thoroughly understands his business; just disengaged; best personal city reference. Call or address Thomas, 208 West 37th St., third floor.

COACHMAN.—By an experienced married man; no family; can give entire satisfaction; sober, civil, and industrious; eight years' city reference from last employer, who can be seen. F. D., Box 390 Times, Up Town.

COACHMAN.—By an experienced Protestant man; can give entire satisfaction; sober, civil, and industrious; city reference from last employer, who can be seen. A. T., 103 West 30th St., care Robert.

COACHMAN.—By first-class man; English; married; careful, experienced city driver; understands the proper care of horses, harness, carriages; sober, honest, and industrious, as references will certify. Veitch, 1,052 3d Av.

COACHMAN.—By a single man; age 32; thoroughly honest, sober, competent; has five years' best references from last employer; city or country. Address S. B., Box 258 Times, Up Town.

COACHMAN.—Young; just landed; good driver; tandem, unicorn, four in hand; five years' English reference. Address S. Forester, 909 6th Av., top floor.

COACHMAN.—Thoroughly understands his duties; married; no family; age 32; good references. Arthur, care F. Lee, harness store, 5 West 26th St.

COACHMAN AND GROOM.—By first-class man; understands the business in all branches; highest references from former employers. H. Scott, 17 Main St., Yonkers, N. Y.

Dressmakers.

DRESSMAKER.—A lady's tailor, a short time in this country, desires to recommend himself to ladies wishing perfect-fitting garments, well made; moderate prices; promenade and evening dresses, riding habits, jackets, mantles, &c.; all styles. Call and judge for yourself at 820 6th Av., between 46th and 47th Sts.

Gardeners.

GARDENER.—Strictly first-class; married; one child; 27 years' experience in greenhouses, graperies, rosehouses, vegetables, lawn, &c.; thoroughly acquainted with the management of a gentleman's country place; highest references. Address Florist, care of Mr. R. Griffiths, Church St., Tarrytown, N. Y.

GARDENER.—Married; no children; understands his business in all branches; greenhouse, roses, graperies, vegetable garden; care of fine stock, dairy, and poultry; five years' reference from last place. Address M. C., Box 205 Times.

GARDENER AND FARMER.—By a middle-aged German; first-class gardener and farmer in every branch; wife; no children. Address Gardener, 74 9th Av.

GARDENER AND FLORIST.—Understands his business well; sober and reliable; single; German; private or commercial place; good references. Address Gardener, Box 202 Times.

Grooms.

GROOM.—By young man as groom, who understands his business well; good driver and rider; leaves on his own accord; can furnish the best city reference from last gentleman, who can be seen; country or city. Address M. K., Box 303 Times, Up Town.

GROOM.—By young man who understands his business well; good driver and rider; leaves on his own accord; can furnish the best city reference from last gentleman, who can be seen; country or city. Address M. K., Box 303 Times, Up Town.

GROOM.—By a young Irishman as groom in gentleman's private stable; two years' reference. Charlton, 225 East 36th St.

Second Men.

SECOND MAN OR SINGLE-HANDED.—Thoroughly understands his duties; can furnish very best of reference. Address E. J. J., Box 377 Times, Up Town.

SECOND MAN.—By an Englishman as second man in private family, with first-class city references. Address S. H., Box 376 Times, Up Town.

SECOND MAN.—By young Englishman; height, 6 feet; best city reference. G. L., Box 381 Times, Up Town.

SECOND MAN OR WAITER.—In first-class family; best city references. Address M. F. B., Box 361, Times, Up Town.

Useful Men.

USEFUL MAN.—By a young man as handy man with tools; is a good mechanic; highest reference to character and ability; strictly sober; wages no object, as applicant wants steady work. Address G. R., Box 323 Times, Up Town.

USEFUL MAN.—In private family; by young man; understands care of windows, brasses, and attending to furnaces; best city references. Address L. B., Box 319 Times, Up Town.

USEFUL MAN.—By a Swede—intelligent, sober, reliable—as useful man; speaking German, little English; good references. Address Otto, Box 200 Times.

USEFUL MAN.—By a useful, honest, and sober man; 30; in a private family; good references. Address L., Box 260 Times, Up Town.

USEFUL MAN.—By a young man lately landed, as useful man in private family; or stables. Address N. K., Box 378 Times, Up Town.

Waiters.

WAITER.—By a young colored man as first-class waiter in private family; thoroughly understands first-class waiting; willing and obliging; best city reference. Address W. J., Box 386 Times, Up Town.

Miscellaneous.

ATTENDANT.—By an experienced, highly-recommended man, speaking English and German, as invalid's attendant or nurse. Address K. O., Box 260 Times, Up-town.

BOOKKEEPER.—Double entry, cashier, and office man, seeks permanent position; best city references. Address M., Box 339 Times, Up Town.

HALL BOY.—By a colored boy as hall or errand boy. Call or address Majett, 408 West 39th St.

HOUSEMAN.—By middle-aged man; understands his business in all its branches; willing and obliging. Address J. M. S., 221 East 41st St.

NEAT MAN FOR PRIVATE HOUSE; NO waiting; generally useful otherwise. Address Thornton, Box 200 Times.

The Trades.

A YOUNG MAN AS PLUMBER'S HELPER; two years' experience in old country; is sober, honest and obliging; wages no object as applicant wishes steady work. Address G. K., Box 322 Times, Up Town.

AN ARTISTIC UPHOLSTERER WOULD work at your house; city or country; furniture reupholstered, recovered; shade, curtain, and furniture polishing; mattresses. Address, for ten days, Sofa, Box 375 Times, Up Town.

PARQUET FLOORS, FURNITURE, CABINET trim, &c., cleaned and polished; china, glass, pictures, mirrors, and all household goods packed for shipping or storage. Charles Roak, 212 West 36th St.

Help Wanted—Females.

WANTED—Competent woman to take care of two children; must have good references. Call, between 1 and 2 Friday, at The Albany, 52d St. and Broadway, Apartment No. 6.

WANTED—A competent Protestant nurse and seamstress for growing children; must be willing to do some chamberwork. Apply at 19 West 20th St., between 10 and 12 o'clock.

WANTED—A young woman to cook and do coarse washing for a few weeks in the country; city references required. Call, between 9 and 12 o'clock, at 9 East 34th St.

WANTED—Colored woman for housework in family of three. Call, between 10 and 12, at 1 East 128th St.

WANTED—Girl for general housework in small family. Apply 36 West 119th St.

Help Wanted—Males.

WANTED—A competent butler; English preferred; best personal city reference required. Apply, between 10 and 11 A. M., at No. 9 West 17th St.

WANTED—First-class English butler and parlor maid; married couple preferred; city references required. Apply at 15 Washington Square, between 9 and 10 A. M. or after 5 P. M.

WANTED—A competent footman for indoor work; best personal city references required. Apply, between 11 and 12 A. M., at 9 West 17th St.

Teachers.

COMPETENT, EXPERIENCED, WELL-RECOMMENDED Parisian graduate desires position as visiting teacher for French; private families or schools; morning hours; terms moderate. Address Miss J. D., 269 West 121st St.

TEACHER.—Successful teacher wants position in college or academy as Professor of Mathematics, pure and applied, bookkeeping, phonography, &c.; highest references. Address A. B., Box 151 Times.

Boarders Wanted.

24 EAST 75TH ST., CORNER OF MADISON.—Large superior rooms; private service; ready Sept. 10.

51ST ST., 50 WEST.—Arrangements can now be made for the season for double and single rooms, with board; transients during September; references.

75TH ST., 119 WEST.—Elegantly-furnished second-floor and other rooms; private baths; superior table; references.

130TH ST., 161 WEST.—Cheerful rooms in private French family; fine location; block from "L" station.

434 MADISON AV.—Third floor front room, large closets; also hall room; references.

JUDSON ANNEX, 42 SOUTH WASHINGTON Square.—Handsomely furnished rooms, with board; steam heater in every room.

Furnished Rooms.

42D ST., 39 WEST.—Large room, nicely furnished, with large closets; hot and cold water; bath.

62 WEST 46TH ST.—Large, handsomely-furnished rooms to rent; breakfast if desired.

STRICTLY PRIVATE FAMILY, LIVING near 59th St., between 5th and Madison Avs., will let furnished rooms, with or without breakfast, to a gentleman of refinement. Address PRIVATE, Box 387 Times, Up Town.

Instruction—City Schools.

COLUMBIA GRAMMAR SCHOOL,
34 AND 36 EAST 51ST ST.
ONE HUNDRED & THIRTIETH YEAR BEGINS TUESDAY, Sept. 26.
Thorough preparation for all colleges, scientific schools, and business. Primary department, Gymnasium. Applicants examined on and after Tuesday, Sept. 19.
Catalogues at Putnam's and at the school.
Dr. B. S. BACON, A. M., LL. B., B. H. CAMPBELL, A. M., } Principals.

COLLEGIATE INSTITUTE
OF
Dr. J. Sachs,
SCHOOL FOR BOYS,
38 WEST 59TH ST.,
REOPENS THURSDAY, SEPT. 21, 1893.
THOROUGH PREPARATION FOR ALL COLLEGES.
SPECIAL COMMERCIAL DEPARTMENT.
SCHOOL FOR GIRLS,
116 WEST 59TH ST.,
REOPENS WEDNESDAY, SEPT. 27, 1893.
COMPLETE ORGANIZATION, INCLUDING COLLEGE PREPARATION, FROM PRIMARY TO ACADEMIC DEPARTMENT.

COLLEGIATE SCHOOL FOR BOYS,
34 WEST 40TH ST., (BRYANT PARK.)
WILLIAM McDOWELL HALSEY, PH. D.
Short lessons thoroughly mastered. Reopens Wednesday, Sept. 27, 1893.
Refers among others to the following patrons:
Mr. Geo. A. Robbins, Mr. John N. Stearns,
Rev. Dr. Thos. H. Sill, Mr. Robert Maclay,
Mr. John Le Boutellier, Mr. John A. Riker,
Mr. Warner Van Norden, Rev. Dr. Erskine White,
Mr. John McKesson, Jr., Mr. Joseph W. Harper.

THE CREATIVE METHOD OF "LEARNING by Doing" is the one employed in the Workingman's School, U. R. W. of the Society for Ethical Culture. Limited number of pay pupils taken; tuition $60 and $100. Full graded course, including Manual and Art Training and Science. Normal Training Department for Kindergartners. Send for pamphlet including full particulars of all courses. School opens Sept. 11. Send applications to the school, 109 West 54th St., New-York.
M. P. E. GROSZMANN, Pd. D., Supt.

DWIGHT SCHOOL,
1,481 BROADWAY, NEAR 43D ST.
A superior preparatory school for boys. Careful preparation for all colleges, scientific schools, and for the Regents' examinations. Fall term begins Sept. 25. Catalogues on application.
HENRY C. MILLER, ARTHUR WILLIAMS, } Principals.

COLLEGIATE SCHOOL, Founded 1633.
241 AND 243 WEST SEVENTY-SEVENTH ST.
Boys prepared for College and for Business. Primary department, Gymnasium, Military drill under U. S. Army officer. Reopens Sept. 28.
L. C. MYGATT, Head Master.

MADAME A. C. MEARS'S ENGLISH AND French boarding and day school for young ladies and children, 222 Madison Av., New-York, will reopen Monday, Oct. 2, 1893. French is the language of the family and school; special classes in history, literature, art, and French conversation; pleasant home for parlor boarders; English, French, and German primary department; fifty-third year.

MISS WALKER'S SCHOOL FOR GIRLS,
148 Madison Av.
Reopens Oct. 2; number limited.
School hours from 9 to 1; primary class from 9 to 12.
No home study for pupils under fourteen who remain until 2 o'clock.
Applications by letter until Sept. 20.

COLUMBIA INSTITUTE, CORNER WEST 72d St. and West End Av.—Nineteenth year commences Sept. 27; spacious new buildings; collegiate preparation; intermediate and primary classes; commercial department; military drill; large playground; gymnasium; boarding pupils received. Send for illustrated catalogue.
EDWIN FOWLER, M. D., A. B., Principal.

DRISLER SCHOOL,
NO. 9 EAST 49th ST.
Established 10 years.—Four departments. Gymnasium under competent instruction. Prepares for all colleges and for business. Building large, light, and well ventilated. Two resident pupils received into the Principal's family.
Reopens Oct. 2.

MOELLER INSTITUTE,
1863. 336 WEST 29TH ST. 1893.
Kindergarten, Day and Boarding School. Prepares for college and business. Opens Sept. 12.
P. W. MOELLER, Principal.

HAMILTON INSTITUTE,
103-5 WEST 82D ST.
A high-grade College Preparatory School, with Primary Department, Athletics, Military Drill. Number limited. Send for illustrated catalogue.
N. ARCHIBALD SHAW, Jr., Principal.

YALE SCHOOL,
51 WEST 51ST ST.
Prepares for all colleges and for business.
WM. C. READIO, L. E. BROWN.
Opens Sept. 27, 1893.

WIENER INSTITUTE,
1,003 Madison Av., near 77th St.
Prepares for business and college. Day and boarding school for a limited number. Thorough courses in English, German, French, and Spanish.

HEIDENFELD INSTITUTE,
824 LEXINGTON AV., northwest corner 63d St.
DAY AND BOARDING SCHOOL with KINDERGARTEN; 30th year opens MONDAY, Sept. 25.

S. MARY'S SCHOOL, 6 AND 8 EAST 46TH St., New-York.—A boarding and day school for girls; under the charge of the Sisters of S. Mary, (Episcopal;) primary, preparatory, collegiate classes; twenty-sixth year begins Oct. 2. Address The Sister in Charge.

THE OXFORD SCHOOL,
110 WEST 79TH ST.
Thorough preparation for college or business.
Will reopen Oct. 2. Circulars sent on application.
L. KEMP PROSSOR, (Oxon.,) Principal.

J. H. MORSE'S SCHOOL,
423 MADISON AV., NEW-YORK.
Autumn term begins Oct. 2. Thorough preparation for all colleges. Summer address of Principal, Cotuit, Mass.

DR. E. D. LYON'S CLASSICAL SCHOOL,
576 5TH AV., (removed from 6 East 47th St.,)
Reopens September 28.
Thorough preparation for college or business.
Number limited. Primary department.

MISS S. D. DOREMUS'
BOARDING AND DAY SCHOOL FOR GIRLS,
735 MADISON AV.
REOPENS OCT. 5.

THE MISSES GRINNELL'S
Day School for Girls, 22 East 54th St., re-opens Oct. 5. Primary, Academic, and Collegiate Departments. Special courses. Kindergarten, Oct. 10.

MME. BURY'S SCHOOL, WITH KINDERGARTEN, 107 Manhattan Av., near West 104th St., will reopen Sept. 27; small boys taken as resident pupils.

ST. LOUIS COLLEGE, (Catholic,)
224 West 58th St., Central Park.
Strictly select school for limited number of boys.
Rev. Jos. Hétet, D. D., S. P. M., President.

IRVING SCHOOL, (BOYS,) 20 WEST 59TH ST,
LOUIS DWIGHT RAY, M. A.
All departments. Gymnasium. Reopens Sept. 28.
Office hours: 9 to 2, 5 to 6. Year book on request.

WOODBRIDGE SCHOOL. 12th Year.
417 MADISON AV. REOPENS OCT. 2.
NO JUNIOR DEPARTMENT.
J. WOODBRIDGE DAVIS. DAVID A. CENTER.

WEST END SCHOOL.
(For Boys,) 113 West 71st St. Seventh year.
Begins Oct. 2. CHESTER DONALDSON, Prin.
JONATHAN DICKINSON, Vice Prin.

MISS GAYLER'S DAY SCHOOL FOR GIRLS, with kindergarten. Fifth year begins Wednesday, Oct. 4.
No. 174 West 86th St. New-York.

MISS SPRING'S ENGLISH AND FRENCH School for GIRLS, No. 121 EAST 36th St., near Park Av., reopens Thursday, Sept. 28. A class for Little Boys. At home after Sept. 16.

HOME BOARDING AND DAY SCHOOL
FOR GIRLS, 607 5th Av.
Rev. Dr. and Mrs. Charles H. Gardner, Principals.

F. G. IRELAND'S CLASS FOR BOYS, 25 West 42d St., reopens Monday, Oct. 2; limited to twenty-four. Mr. Ireland will be at the classrooms after Sept. 18, 9 to 1.

MISS GIBBONS' SCHOOL FOR GIRLS, MRS. SARAH H. EMERSON, Principal. A few boarding pupils taken. Re-opens Oct. 4, 55 West 47th St.

MISS WARREN'S DAY SCHOOL FOR GIRLS, 108 West 81st St.—Reopens Oct. 2d. Class for boys in the primary department.

Instruction—City Schools.

COLUMBIA COLLEGE.

EXAMINATIONS will be held as follows:

SCHOOL OF ARTS, for entrance and for deficient students, Sept. 20—27.

SCHOOL OF LAW, for entrance Sept. 20—27; for deficient students and for advanced standing Sept. 27—30.

COLLEGE OF PHYSICIANS AND SURGEONS, for entrance (Regents' examinations) Sept. 26—28.

SCHOOL OF MINES, for entrance and for deficient students Sept. 20—29.

MATRICULATION and Registration Day for SCHOOL OF POLITICAL SCIENCE, SCHOOL OF PHILOSOPHY, and SCHOOL OF PURE SCIENCE, Sept. 27.

The Treasurer will be at the College Buildings, 49th St. and Madison Av., Sept. 27, to receive matriculation and tuition fees for all Departments except the College of Physicians and Surgeons. On the same day fees for the College of Physicians and Surgeons will be received at 437 West 59th St.

The ACADEMIC YEAR will begin, in all the Schools and Departments, on MONDAY, Oct. 2, at 9:10 A. M.

SETH LOW, LL.D., President.

HARVARD SCHOOL,
578 5TH AV.,
Corner 47th St.,
REOPENS SEPT. 28, 1893.
Thorough preparation for Yale, Harvard, Princeton, Columbia.
Primary Department
WILLIAM FREELAND, Principal.

PACKARD'S
BUSINESS COLLEGE
and
SCHOOL OF STENOGRAPHY
will reopen on Tuesday, Sept. 5.
Office now open for
the registration of students.
Call or send for prospectus.
S. S. PACKARD, President,
103 East 23d St., New-York.

MADEMOISELLE VELTIN,
DAY SCHOOL FOR GIRLS,
160-162 WEST 74TH ST.,
Will reopen Oct. 5 at the new specially-constructed FIRE-PROOF SCHOOL BUILDING.
Kindergarten conducted in FRENCH.

MESSRS.
WILSON & KELLOGG'S
SCHOOL,
No. 622 FIFTH AVE., near 50th St.
A school of High Grade, preparatory to any college, scientific school, or business. Gymnasium.
A CLASS FOR LITTLE BOYS.
Seventeenth year begins Sept. 28.

BERKELEY SCHOOL,
18, 20, 22, 24 WEST 44TH ST.
Autumn half, fourteenth year, will begin on Monday, Oct. 2. The new building will be open for inspection on and after Sept. 14. For a copy of the register for 1893, and descriptive circular, address
J. CLARK READ, A. M., Registrar.

M. W. LYON'S Collegiate Institute.
No. 5 East 22d St., corner Broadway.
Opens Sept. 25. Thirty-eighth year. Receives all ages and prepares for college, scientific school, or business. No school of this grade near.
Yearly tuition, $50 to $200, graded to studies. Rooms on one floor, light, airy, and adapted. Circulars at Randolph's and Putnams' book stores.

THE MISSES ELY'S SCHOOL FOR GIRLS,
RIVERSIDE DRIVE, 85th and 86th Streets.
Unusual facilities for elementary work are offered by the equipment of the building 338 West 86th Street, adjoining the school grounds, devoted to primary classes of little boys and girls.

THE REED SCHOOL.
6, 8, 10 East 53d St. 30th Year begins Oct. 3.
Mrs. Sylvanus Reed, Resident;
Mr. J. Ramsay Montizambert, M. A., Head Master.
Primary, Secondary, and Collegiate courses, including all studies required at university entrance examinations.

MISS PEEBLES AND MISS THOMPSON'S BOARDING AND DAY SCHOOL FOR GIRLS,
32 and 34 East 57th St., New-York.
Re-opens Thursday, Oct. 5th. Primary, Preparatory, Academic Departments. College Preparation.
All classes in charge of specialists.

MISS JAUDON'S SCHOOL, 348 MADISON Av., reopens Oct. 4. Primary classes. College preparation. A few resident pupils.

MISS BALLOW'S SCHOOL FOR GIRLS.—Miss M. S. Morgan, Miss E. F. Gallaudet, Principals. Reopens Oct. 5. 24 East 22d St.

HOME BOARDING AND DAY SCHOOL FOR GIRLS. 607 Fifth Av. Rev. Dr. and Mrs. Charles H. Gardner, Principals.

MISS BRAGG'S SCHOOL FOR GIRLS REopens Monday, Oct. 2; classes for little boys. 1,509 Broadway.

CLASS FOR BOYS, 22 EAST 54TH ST., REopens Oct. 4. Circulars sent on application. Fourteenth year. THE MISSES GRINNELL.

MISS BARBER AND MISS MONTFORT'S morning classes for young ladies; academic, collegiate, and special courses; Oct. 4. 44 West 34th St.

FRANCIS B. ALLEN'S CLASS FOR BOYS, 13 West 42d St., reopens Sept. 28; number limited. Especial care with backward boys. 11th year.

AT MISS PERRIN'S 696 MADISON AV., near 62d St., special classes in all branches of tuition; boarding pupils, $600 per annum; 15th year.

THE MISSES PERINE'S SCHOOL FOR GIRLS, 44 East 78th St., next corner Madison Av. Resident Pupils. Special Studies.

MISS CARRIER, formerly with MISS DU VERNET. School for Boys and Girls. Reopens Oct. 4. French spoken. 52 EAST 30th St.

THE MISSES MASON'S SCHOOL FOR GIRLS, 43 West 50th St., will reopen Oct. 3.

Instruction—Country Schools.

STEVENS SCHOOL.
THE ACADEMIC DEPARTMENT
OF THE
STEVENS INSTITUTE OF TECHNOLOGY,
RIVER ST.,
between 5th and 6th Sts., Hoboken, N. J.,
REOPENS SEPT. 20, 1893.
Examinations for admission on the 18th and 19th of September.
Full courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.
The rate of tuition for all classes is $150 per year or $50 per term. These terms include all the studies.
For catalogues apply to the Librarian of Stevens Institute.

WELLS COLLEGE FOR WOMEN, AURORA, N. Y.
Three Full Courses of study. Location beautiful and healthful. Session begins Sept. 20, 1893. Send for Catalogue.

PENNINGTON SEMINARY.
Our catalogue is full of the very information you are now seeking for your son or daughter, and is so beautiful that it would grace your parlor table. Sent free. Address
THOMAS HANLON, Pennington, N. J.

THE OSSINING SEMINARY FOR YOUNG Ladies.—Musical Director, Albert Ross Parsons. Delsarte. European Travel Class. Proximity to New-York affords city advantages. 26th year opens Sept. 20.
Prin., Sing Sing-on-the-Hudson, New-York. Miss C. C. FULLER,

MORRISTOWN, NEW-JERSEY.
MISS DANA'S School for girls reopens September 20. College preparation. Resident native French and German teachers. Special advantages in music and art. Terms for boarding pupils, $700 per year. Circulars sent on application.

MLLE. GROSCHEL, (FORMERLY DIRECTOR of the Groschel Conservatory of Music, Brooklyn,) country home and school for girls, Suffern, N. Y.; one hour from city; English, Latin, French, German, music, art.

BAQUET INSTITUTE, SHORT HILLS, N. J. —French, English, and German school for girls. Pupils prepared for college or society.
HARRIET STUART BAQUET, Prin.

RECTORY SCHOOL, HAMDEN, CONN., FOR boys; $325, $375; home influences; thorough school system; extensive grounds, gymnasium, boathouse. Address Rev. H. L. Everest, M. A.

MORRISTOWN, N. J.—St. Hilda's School for Girls. Fourteenth year begins Sept. 25. Terms, $300; primary, $250. Circulars on application.

BOARDING SCHOOL FOR 15 BOYS, PLEASantly situated on Shrewsbury River, Red Bank, N. J. O. W. STARR, A. M., Principal.

SEMINARY.—Want to make it best in U. S. Free tuition if stamp sent. No. Granville, N. Y.

ELMWOOD SCHOOL, DARIEN, CONN.—$150 and $200 per year. Address M. J. DAVIS.

Law Schools.

UNIVERSITY LAW SCHOOL Thirty-fifth year begins Oct. 2, 1893. Confers LL. B.; also (for graduate course) LL. M.
AUSTIN ABBOTT, Dean and Senior Professor.
Address, for catalogue,
PROF. RUSSELL,
at University Building, or 120 Broadway, N. Y. City.

METROPOLIS LAW SCHOOL.
Fall term begins Oct. 2; Evening Sessions.
ABNER C. THOMAS, LL.D., Dean. For catalogues address Prof. CLARENCE D. ASHLEY, 207 B'way.

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STAR THEATRE. Eve. 8:15. Mat. Sat. 2.
LOTTIE COLLINS.
"NAUGHTY SUBSTITUTE" and MARGUERITE. Bigger hit than TA-RA-RA.
NEXT WEEK, Evenings and Sat. Matinée,
FREDERICK WARDE AND LOUIS JAMES.
THE LION'S MOUTH.
SEATS NOW ON SALE.

MADISON SQUARE GARDEN.
MONDAY EVENING, SEPT. 11.
ENGLISH MILITARY TOURNAMENT.
Sale of seats begins at the Garden box office Saturday morning, Sept. 9, at 9 o'clock.

Manhattan Beach.
PAIN'S VICKSBURG AND FIREWORKS.
GEMS OF THE CARNIVAL
AND LAST PERFORMANCE SAT. SEPT. 9.
No performance this evening.

5TH AVE. THEATRE.
H. C. MINER..........Proprietor
Evenings 8:15. Matinée Sat. 2:15.
MR. NAT. C. GOODWIN
"IN MIZZOURA."

LYCEUM THEATRE. 4th Av. and 23d St.
To-night at 8:15. MATINEE SATURDAY.
E. H. SOTHERN as SHERIDAN; OR, THE MAID OF BATH.
The brilliant comedy by Paul M. Potter.
THURS. MATINEES RESUMED NEXT WEEK.

GRAND OPERA HOUSE, 23d St. and 8th Av.
Evenings at 8. Matinée SAT. and WED. at 2.
THE WHITE SQUADRON.
Next Week—MAVOURNEEN.

KOSTER & BIAL'S, 34TH ST., WEST OF BROADWAY.
VAUDEVILLE AND BALLET.
MATINEE SATURDAY ONLY.
NEXT SUNDAY—GRAND CONCERT.

BROADWAY THEATRE. Ev's., 8. Mat. Sat., 2.
HOPPER. | PANJANDRUM.
At every performance,
LOIE FULLER IN HER CREATIONS.

NIBLO'S. An Immense Success.
THE LILIPUTIANS IN
A TRIP TO MARS.
Three Grand Ballets. "THE FLYING HEADS."
First Mat. to-morrow, Sept. 9, 2 P. M.

PALMER'S THEATRE. Ev. 8:15. Mat. Saturday
RICE'S Surprise Party Renewing Its Enormous Success. Crowded with Novelties. 1492
Foyer Art Gallery. 100th (Souvenir) night, Oct. 16.

DALY'S THEATRE. Broadway and 30th St.
To-night at 8:30. Matinee SAT. at 2:30.
EDWIN CLEARY'S FRENCH CO. in the great "MUSICAL PLAY WITHOUT WORDS,"
L'ENFANT PRODIGUE.

HOYT'S MADISON SQUARE THEATRE.
Evenings at 8:30. Sat'y Mat. at 2.
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ANOTHER GREAT SUCCESS!
LIBERTY HALL.
Evenings at 8:15. Regular Matinee Saturday.

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Eugene Tompkins's grandest
BLACK CROOK.
MATS. WED. AND SAT. AT 2. EVE. AT 8.

HARLEM OPERA HOUSE.
CHAUNCEY OLCOTT.
MAVOURNEEN. TO-NIGHT
NEXT WEEK—HERRMANN & LOIE FULLER.

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DAN'S TRIBULATIONS,
By Mr. EDWARD HARRIGAN.
WEDNESDAY—MATINEES—SATURDAY.

STANDARD THEATRE. To-night at 8:15, JANE, with Johnstone Bennett. J. M. Hill, Manager. To night at 10:30, LOIE FULLER in her Greatest Dances.
To-morrow mat., JANE, 2:15, and FULLER, 4:30.

GARDEN THEATRE. Saturday Matinée.
CHARLES FROHMAN'S COMEDIANS.
A NEW COMEDY,
THE OTHER MAN.

AMERICAN THEATRE. SATURDAY MATINEE.
THE PRODIGAL DAUGHTER.

IMPERIAL MUSIC HALL. B'way & 29th St.
Best Variety Bill in America.
30 AMERICAN AND EUROPEAN STARS, 30
MATS. MON., THURS., AND SAT.

EDEN MUSEE. WORLD IN WAX.
AT 2:30 P. M. AND 8 P. M.
GRAND VAUDEVILLE PERFORMANCE.

BIJOU THEATRE. B'WAY NEAR 30TH ST.
Nights, 8:30. Matinées Wednesday and Saturday.
RUSSELL'S COMEDIANS IN
THE WORLD'S FAIR CITY DIRECTORY.

NATIONAL ACADEMY OF DESIGN. | $1,000,000 spent on Art Objects now exhibited from 9 A. M. to 6 P. M., 23d St. and 4th Av.

14TH STREET THEATRE. Near 6th Av.
2D WEEK. Matinées Wed. and Sat.
The newest, best, and most successful Irish play,
GLEN-DA-LOUGH.

Continuous Vaudeville. 23d St. & 6th Av. PROCTOR'S Gayety. Comedy. 50c., 25c., 15c.

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BROADWAY AND 36TH ST.
Large rooms en suite, with private bath, at fair prices, conducted on both the
AMERICAN AND EUROPEAN PLAN.

THE SHERWOOD,
5TH AV. AND 44TH ST., WILL BE READY FOR THE RECEPTION OF GUESTS ON SEPT. 20. ELEGANT SUITES OF ROOMS BY THE DAY OR WEEK. AMERICAN PLAN. GEORGE MURRAY.

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Madison Av. and 42d St.,
NEW-YORK.
One block from Grand Central Depot.
A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan.
GEORGE MURRAY.

THE DUNMORE,
230 West Forty-second Street.
EUROPEAN PLAN.
Furnished Suites, consisting of Parlor, Bedroom, and Bath. Restaurant and Café.
WILLIAM H. VALIQUETTE, Prop.

UNION SQUARE HOTEL.
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European plan. Rooms $1 per day and upward.
Special rates during the Summer months and to permanent guests.
Union Square and 15th St., New-York.

HOTEL RENAISSANCE,
43D ST., WEST OF 5TH AV.
STRICTLY FIRE-PROOF.
Several apartments for rent.

THE SEVILLIA, 117 WEST 58TH ST. Close to terminus of 6th Av. elevated and Broadway cable road. Latest improvements in fire-proof construction, sanitary purity, and homelike privacy and convenience of apartments.

Unfurnished Rooms.

HOTEL BERESFORD,
CENTRAL PARK WEST, 81ST TO 82D ST., FRONTING BOTH CENTRAL PARK AND MANHATTAN SQUARE; FINEST LOCATION IN THE CITY. A FEW SUITES OF TWO TO SIX ROOMS AND BATH. EVERY ROOM OUTSIDE, IN THE NEW FIRE-PROOF TEN-STORY ADDITION, TO RENT UNFURNISHED FROM SEPT. 1. DINING ROOM ON THE NINTH FLOOR.

The Turf.

CONEY ISLAND JOCKEY CLUB.
LAST TWO DAYS AUTUMN MEETING.
TO-MORROW, SEPT. 9, LAST DAY.
THE FLATBUSH STAKES.
Trains from East 34th St. Ferry and boats from foot of Whitehall St. every half hour. BADGES SOLD at RAILROAD TICKET OFFICES and at track.

For Sale.

FOR SALE—The Norwegian Pavilion at World's Fair; 48x82 feet, and 50 feet high, outside measure; thirteenth-century Norwegian church architecture; also, Norwegian boats of various styles, and several collections of birds, fishes, &c. Apply to Norwegian Commission, Jackson Park.

DEATH OF HAMILTON FISH

THE VENERABLE EX-SECRETARY'S END WAS UNEXPECTED.

Played Cards with His Daughter, Mrs. Benjamin, Wednesday Night, and Went to Bed Seemingly in Good Health—Later He Was Heard Calling Faintly and Soon Passed Away—His Distinguished Career as Governor, United States Senator, and Cabinet Officer.

GARRISONS, N. Y., Sept. 7.—Ex-Secretary of State Hamilton Fish died early this morning at his country house, Glen Clyffe, just outside of this village.

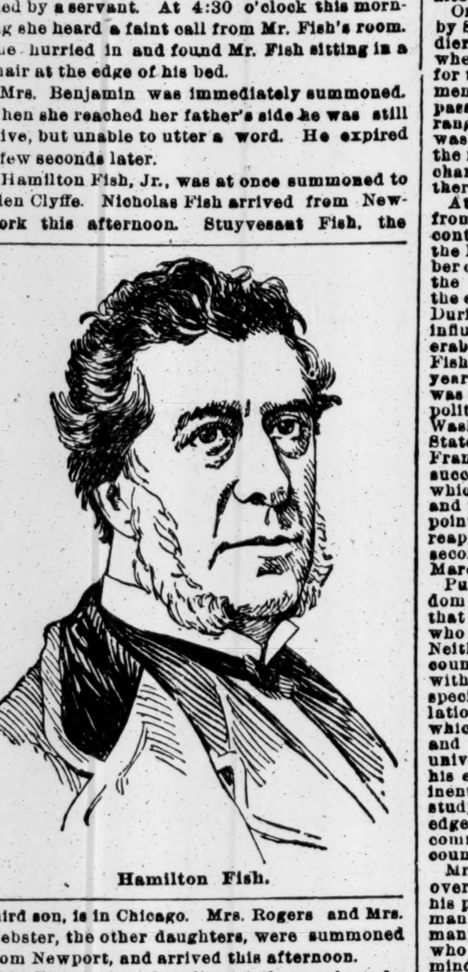
Mrs. Benjamin, one of Mr. Fish's daughters, was the only member of the family present when her father died.

Mr. Fish went to his room last night about 9 o'clock, after playing a game of cards with Mrs. Benjamin. He appeared to be in his usual good health and spirits.

The room next to that of Mr. Fish was occupied by a servant. At 4:30 o'clock this morning she heard a faint call from Mr. Fish's room. She hurried in and found Mr. Fish sitting in a chair at the edge of his bed.

Mrs. Benjamin was immediately summoned. When she reached her father's side he was still alive, but unable to utter a word. He expired a few seconds later.

Hamilton Fish, Jr., was at once summoned to Glen Clyffe. Nicholas Fish arrived from New-York this afternoon. Stuyvesant Fish, the third son, is in Chicago. Mrs. Rogers and Mrs. Webster, the other daughters, were summoned from Newport, and arrived this afternoon.



Hamilton Fish.

Mr. Fish had made a list of those whom he wished to act as his pall bearers. Among them are ex-Senator William M. Evarts, Samuel Sloan, William C. Schermerhorn, Seth Low, Benjamin D. Silliman, J. C. Bancroft Davis, John L. Cadwalader, John Schuyler, and John Jay. Funeral services will be conducted by the Rev. Dr. Walter Thompson, assisted by the Rev. Dr. Morgan Dix of Trinity Church, New-York. The burial will be in the cemetery of St. Philip's Church in the Highlands, where lie the bodies of other members of the Fish family.

WASHINGTON, Sept. 7.—News of the death of ex-Secretary of State Hamilton Fish was received at the State Department with profound regret. Several of the older employes remember him very well, and two of the messenger force, who were members of his household and whose appointment to the department was made by Mr. Fish, were thrown into such intimate association with him that they feel his death as a personal loss.

Shortly after the department had been informed of Mr. Fish's death an order was issued directing that the flag on the department building be displayed at half mast until after the funeral.

This simple ceremony will be the only outward observance here, and it marks the first result of the enactment by the last Congress that departments of the Government shall not be closed nor draped in mourning on the decease of ex-Cabinet officers. Only once prior to the adoption of this measure was the custom of closing and draping an executive department in memory of a former chief not adhered to, and that was on the death of James G. Blaine. When Mr. Blaine died, the State Department, in common with the White House and all Government buildings, was draped in black in memory of ex-President Hayes, and it was intended that when the period of thirty days after the death of Mr. Hayes had expired the mourning should remain on the State Department as a tribute of respect to Mr. Blaine.

Mrs. Blaine, however, wrote a note to Secretary John W. Foster requesting that no mourning be displayed for her husband, and her wishes were observed.

The Board of Aldermen will hold a special meeting at noon to-day to take suitable action in reference to the death of Hamilton Fish. The call was issued by President George B. McClellan of the board yesterday.

A meeting of the Society of the Cincinnati, of which Mr. Fish was President, has been called for 3 P. M. to-day, at Delmonico's, to take action regarding Mr. Fish's death.

HIS DISTINGUISHED CAREER.

A Noteworthy Record as Governor, United States Senator, and Cabinet Officer.

Hamilton Fish, who has been for many years one of the most honored citizens of New-York, was born in this city Aug. 3, 1808. He came of old and distinguished stock, his father, Col. Nicholas Fish, having been a colonial officer in the Revolutionary War, where he was a personal friend of Washington and the intimate and confidential associate of Alexander Hamilton, whose executor he became. Col. Fish married a daughter of Petrus Stuyvesant, the heir of the last Dutch Governor of New-York. She became the owner of the great Stuyvesant farm, lying between what are now Tenth and Twenty-third Streets, east of Third Avenue. After their marriage Col. and Mrs. Fish lived in a house in Stuyvesant Street, since named for him, but then a part of the Bouwerie farm. Their son was named for Alexander Hamilton, Col. Fish's friend, who had been killed by Burr in the duel four years before.

Hamilton Fish was fitted for college in this city, and was graduated from Columbia College in 1827. He studied law and was admitted to the bar in 1830. He at once attained some prominence as a young lawyer. In 1834 he made his entrance into politics as a candidate for the Assembly on the Whig ticket. His defeat induced him to avoid further candidacy until 1841, when he was elected to Congress from the Sixth District in this city, defeating John McKeon. In 1846 he had the nomination for Lieutenant Governor from the Whig State Committee. The ticket was defeated with the exception of Gov. John Young, but in 1847 Lieut. Governor Gardiner resigned to become Judge of the Court of Appeals, and Mr. Fish, being again placed in nomination, was elected by a large majority. His defeat the year before had been due to the efforts of the "anti-rent" faction, whose ideas Mr. Fish had vigorously denounced.

The next year, 1848, came Mr. Fish's first great political triumph. He ran for Governor against John A. Dix and Reuben H. Walworth, and was elected by a majority of 30,000. In 1851 he was elected to the United States Senate in place of Daniel S. Dickinson, and served a full term, retiring in 1857. While in the Senate Mr. Fish was not a conspicuous figure in his party, although he was steadfast in devotion to its principles and worked consistently for its measures. His Senatorial career was marked by his strong opposition to the repeal of the so-called Missouri compromise. After leaving the Senate Mr. Fish passed a year or two in Europe with his family, returning to take active part in the political campaign resulting in the election of Abraham Lincoln.

During all the years of the war Mr. Fish was one of the eminent private citizens to whom President Lincoln turned for suggestion and advice. In April, 1861, Mr. Fish was a member of the committee appointed at a public meeting in Union Square to take measures to help direct and control the confused and opposing forces which had been suddenly developed by the firing upon Fort Sumter, to aid in maintaining government and law against the threatened assaults of secession influence, disorder, and anarchy. Throughout the period of the war Mr. Fish was continually active in creating, stimulating, and directing public opinion in support of the Union. His ability was employed by the President in many delicate and confidential missions requiring great probity and exalted character.

One of these missions was his appointment by Secretary Stanton to visit the Federal soldiers held prisoners at Richmond and elsewhere, "to relieve their necessities and provide for their comfort." The Confederate Government refused to allow the Commissioners to pass their lines. Mr. Fish suggested some arrangement for an exchange of prisoners, which was agreed to by the Confederate officers, and the result was an agreement for an even exchange, man for man, which was carried on thereafter substantially to the end of the war.

At the close of the war Mr. Fish again retired from prominence in public affairs, although he continued his interest in all plans and work of the Republican Party. In 1868 he was a member of the organization which has been called the "Stewart Committee," whose object was the election of Gen. Grant to the Presidency. During President Johnson's term, however, his influence on public affairs, although considerable, was unseen by the public. In 1869 Mr. Fish had been out of public office for twelve years, took no part in public discussions, and was considered by many rather a social than a political figure. But at this time Elihu B. Washburn resigned his position as Secretary of State to accept the appointment of Minister to France, and Hamilton Fish was chosen as his successor, entering upon the period of his life which reflects the greatest honor upon himself and upon the country he served. He was appointed to this office in March, 1869, and was reappointed at the beginning of Gen. Grant's second term in March, 1873, serving until March 12, 1877.

Public sentiment heartily indorsed the wisdom of the President's choice. The people felt that Mr. Fish was a prudent and judicious man who would involve the country in no broils. Neither sacrificing the essential interests of the country nor forcing it into needless quarrels with other Governments, he was regarded as specially well prepared to deal with the relations of the United States and England, which at that time needed a hand both delicate and steady at the wheel of the ship. It was universally conceded that his legal education, his experience with men and affairs, his eminently excellent judgment, ripened by time, study, and observation, and his detailed knowledge of the attitude of England to American commerce, must prove of great value to the country.

Mr. Fish's personal character was such, moreover, as to reassure even the most doubting of his political opponents. He was known to be a man too lofty in ideas to stand in danger of many things which might allure a lesser man who thought he had a "name to make." His mind saw no good to be gained by striving for anything but exact justice in America's dealings with other nations. No trickery of diplomacy found any favor with him, and in his view "corrupt politics" was not worthy of the name of politics. His straightforward simplicity and candor of mind were safeguards to him from countless entanglements into which a smaller man might have walked with an idea of getting an advantage, and he thus tied no knots which must have been untied afterward with great pains and confusion.

It was believed at the time, and the events have proved, that a safer adviser, except in circumstances requiring simple force, could not have been found. Mr. Fish possessed singular soundness and accuracy of judgment, combined with established habits of caution. He knew early constitutional history thoroughly, and was fully informed upon the history of the times he lived in, and the relative merits of all the great public questions then live, both at home and abroad.

All these qualifications for his high office were willingly conceded by his political opponents, who knew him to be a safe and conservative politician and diplomatist, a Republican of moderate views, and a considerate and respected antagonist in discussion.

It has been said that no more serious questions, involving greater values, have come to any Secretary of State than were managed by Mr. Fish with undoubted success. After a discussion of many years, during which a number of hotheads stood ready to pledge the country to "fifty-four forty or fight," he succeeded in settling the question of the Northwestern boundary and secured undisputed possession of the island of San Juan. He persuaded Great Britain, by pure force of argument, to recede from an unfair position, in which she proposed to change the terms of an extradition treaty by municipal legislation. He saved the country from dozens of petty squabbles.

Acting in the face of strong pressure, he prevented the recognition of rebels in Cuba as a belligerent power, and averted a declaration of war by Spain. Again, he compelled Spain to make prompt and equitable reparation for the injuries sustained in the Virginius affair. In 1871 the President appointed him one of the Commissioners on the part of the United States to negotiate the Treaty of Washington, which he signed a few months later. Of recent years appreciation of the value of this work has grown, and many now consider it not only Mr. Fish's greatest work, but one of the triumphs of American statecraft.

Mr. Fish's share in the settlement of the Alabama claims, though partly indirect, was very great. He suggested to President Grant that one of the Commissioners of the United States to the Geneva Tribunal must be a Democrat, and carried his point in the choice of Judge Samuel Nelson of the Supreme Court. He also urged the choice of Mr. Evarts and of the late Charles Francis Adams, neither of whom was in the mind of the President, but their effective service to the country demonstrated clearly the wisdom of their selection. In the final settlement of the Alabama claims at Geneva Secretary Fish may be said to have procured th promulgation of a doctrine which protected the United States from claims by Great Britain foe "indirect damages" arising from Fenian invasions, or from similar claims by Spain on account of the filibusters.

While Mr. Fish was Secretary he introduced a system of examinations of applicants for Consulates to test their knowledge of subjects connected with those offices. He made no vacancies in clerkships in the State Department for political reasons, and filled vacancies by promotion or examination whenever he could do so. When Mr. Chase died, the President offered Mr. Fish the Chief Justiceship. It is said that Mr. Fish was much tempted by the opportunity to spend his latest years in such an illustrious station, yet, doubting his own knowledge of law, he declined the honor. President Grant's estimate of Mr. Fish's character, as reported by Mr. Young, contains this summary:

> "Hamilton Fish is, I think, the best Secretary of State we have had in fifty years, unless it may have been Marcy. This will be the opinion of those who study the records of the State Department. He differed from Marcy and excelled him in this, that he never did anything for effect, while Marcy would often do things for effect. In his aversion to anything that looked like striving for effect, Fish was so straight that I have sometimes thought he leaned backward."

In his personal affairs of business, Mr. Fish was distinctively a real estate lawyer, although he was a general counselor for many years, and was at one time in partnership with William Beach Lawrence. A large holder of real estate himself, he acquired profound and extensive information in this special department of law. Both in Washington and in New-York he was rarely to be seen at hotels or public receptions, but his house was always a place of cordial hospitality. He was a markedly-religious man, a leading member of the Protestant Episcopal Church, and was regarded as the best ecclesiastical jurist in the country.

During his latest years Mr. Fish lived in retirement, interesting himself only slightly in public affairs. He devoted his time to public charities and to philanthropic and educational work. His home in this city was the old mansion at the corner of Second Avenue and Seventeenth Street, and he passed most of his Winters here, where are most of his children. Hamilton Fish, Jr., is the oldest son, Nicholas Fish is the second, and Stuyvesant Fish is the third. There are three daughters. Mrs. Benjamin, Mrs. Sydney Webster, and Mrs. William E. Rogers.

TO OUR READERS AND FRIENDS.

For the purpose of aiding the readers of "The Times" to purchase their newspaper with unfailing regularity, whether in the city or in the country, whether on steamboat or on railroad train, or at the Summer resorts, will our friends kindly fill out the accompanying blank and forward it to "The New-York Times," Printing House Square, New-York City, whenever they have been unable to procure "The Times" of any of the dealers:

To the Publisher of "The New-York Times":

....1893.

A copy of your paper could not be had at..........o'clock to-day of the newsdealer

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The reason assigned by him was..

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Be particular to indicate if this occurs on a railroad train or steamboat, and to give sufficient information to facilitate the investigation which will be IMMEDIATELY undertaken of EVERY complaint that reaches the office of "The New-York Times."

Highest of all in Leavening Power.—Latest U.S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

CHANGED IN NAME ONLY.

In Other Respects the Standard Oil Trust Remains the Same.

The plan for the dissolution of the Standard Oil Trust which has been developed by a committee of Trustees which began work in March of last year is now completed, and a meeting has been called to be held at the office of the trust, at 26 Broadway, next Wednesday. John D. Rockefeller, H. M. Flagler, J. D. Archbold, William Rockefeller, Benjamin Brewster, Henry H. Rogers, Wesley H. Tilford, and O. B. Jennings have had the matter in hand.

Acting under resolutions of the trust, the committee has been engaged in disposing of trust property at private sale, distributing the proceeds according to the respective interests. Next Wednesday the committee will submit a detailed statement of what it has done.

The dissolution of the trust is the result of litigation which was begun in 1890. An Ohio court issued an order requiring the officers of the trust to show reason why the trust should not be dissolved on the ground that it had forfeited its charter by an abuse of charter rights. At this time the trust was operated with a capital of $90,000,000, the property adjudged by the dividends that it produced being worth much more than the capital stock. The court decided that the dissolution of the trust ought to be confided to those who had managed its affairs, because thereby the chance of large losses would be avoided. Under this order the committee above named has been at work.

FINANCIAL NEWS ALL GOOD.

Loans Easy to Obtain—Clearing House Certificates Being Retired.

Money lenders in Wall Street reported yesterday that they could accommodate merchants offering first-class collateral with loans to almost any amount at the legal rate of interest. It was given out that in the morning $2,000,000 was loaned at that rate upon paper at thirty days and sixty days.

Those who have been borrowing on call from the banks at the legal rate of interest are beginning to complain that the rate is too high. It is said that some of the borrowers of call money have paid off their loans at certain banks that would not reduce the rate and have obtained loans from other banks willing to put out money at 4 per cent.

Regardless of the course of the stock market, which merely showed the effect of manipulation, financial news yesterday was all good. The steamer Spree brought in $300,000 in gold to various banking houses.

The Sub-Treasury was a debtor of the Clearing House $380,000, and paid all of it in gold coin. Clearing House certificates to the amount of $170,000 were retired, and notice was given of the further retirement of $230,000 to-day. The net amount of certificates outstanding is $37,845,000.

PELLS OF PELHAM SUED.

The Town Wants Them to Pay $10,000 on a Bond They Gave for a Relative.

A civil suit of the town of Pelham, Westchester County, against Sherman T. Pell, Samuel Pell, and Percy W. Pell, to recover a bond of $10,000, came before Judge Pratt in the Supreme Court, Brooklyn, yesterday on a motion of defendants' counsel for a bill of particulars. Judge Pratt denied the motion without costs.

Sherman T. Pell was Supervisor of the town of Pelham, and his father, Samuel Pell, and brother, Percy, became his bondsmen in $10,000. Pell was defeated for re-election and neglected to turn over the books to his successor, though he had agreed to do so. In May Pell absconded, and the town believes he took with him $30,000 belonging to the Public Treasury. Consequently the town brought suit against Pell's bondsmen.

The Pells belong to an old family to whom an immense tract of land in Westchester County was granted in the seventeenth century by royal charter. The family founded the town of Pelham.

Doctor and Janitor Both Unfortunate.

Dr. Henry Pepper of 158 West Twenty-eighth Street was unfortunate last night in arousing the suspicions of John Malio, janitor of the apartment house 145 West Twenty-eighth Street. Malio was also unfortunate in having his suspicions aroused.

Dr. Pepper had been summoned in haste to attend a woman who had been taken suddenly ill. When he reached the house he found his way barred by Janitor Malio.

Malio regarded the doctor with suspicion. The doctor insisted on entering. Malio insisted that he should not enter. The doctor tried to brush Malio aside. Malio would not be brushed.

Then the janitor reached forth with his right hand and made Dr. Pepper's teeth rattle with a blow on the jaw. At that Dr. Pepper forgot his patient and ran to find a policeman. Janitor Malio was arrested. He spent last night in the West Thirtieth Street Police Station, and to-day he will be arraigned in the Jefferson Market Police Court.

Madison Square Bank May Resume.

E. W. Bloomingdale, Frederick Uhlmann, Emil Levy, and C. C. Shayne, together with Edward Lauterbach, as counsel, had a conference yesterday afternoon at the Madison Square Bank with Receivers Miles O'Brien and J. W. Cannon, who were attended by their counsel, Mr. Untermeyer. The conference was that the stockholders, through their committee, might learn from the receivers the exact condition of the bank.

The receivers submitted figures. Some of the members of the committee after the figures had been submitted tried to draw from the receivers an opinion as to the value of the collateral upon which loans had been made, and as to the chances of collecting many of the outstanding accounts. The receivers excused themselves from expressing an opinion, but said that they would give to the committee all the facts in their possession upon which the committee might judge whether or not it would be advisable to call for fresh capital and start the bank going again. The figures will be considered by the committee when absent members return.

Another Compliment for New-York Banks.

William Lidderdale, formerly Governor of the Bank of England, has added his compliments to the many that have been bestowed upon the banks of this city for their course in the financial crisis. In a letter to Alexander E. Orr, which came Wednesday, he said:

> "The worst of your financial crisis has, I trust, been passed. In severity it seems to me to have far exceeded anything seen in the present century in the United States. The New-York banks have, I think, shown financial management of a very high order, conspicuously so in the way they have stood shoulder to shoulder and supported credit. They have set a good example in this last respect to our bankers here which I trust will bear fruit."

Mr. Lidderdale had charge of the Bank of England and averted a panic at the time of the Baring failure in 1890. Mr. Orr transmitted the above extract from his letter yesterday to the Clearing House Association, before whom it was laid by President George G. Williams of the Chemical Bank.

LOSSES BY FIRE.

LONG BRANCH, N. J., Sept. 7.—A cottage on Cooper Avenue, owned by Miss J. S. Ryall, was destroyed and two others were partly consumed by fire this morning. Two of the buildings were occupied. The large new cottage of Fred Vandeveer, with its contents, was partly destroyed. The entire loss is $15,000.

WILKESBARRE, Penn., Sept. 7.—Patterson Grove Camp Ground was destroyed by fire late last night. The camp meeting had just closed, but nearly all of the cottagers were still there. About 100 cottages and many tents were destroyed and the grounds were wrecked. It is thought the loss will reach $25,000.

LANCASTER, Penn., Sept. 7.—A fire of unknown origin this morning destroyed the Lancaster Silver Plating Company's works, the loss being $30,000. Five other buildings were damaged, entailing an additional loss of $6,000. The losses are partly covered by insurance.

THE RACING TRUST DEFIED

CONEY ISLAND JOCKEY CLUB RESENTS ITS DICTATION.

Ordered to Obey the Mandates of the Monmouth Park Association, it Refuses to do so and Withdraws from the Board of Control—The Morris-Dwyer Combination Alone Left in that Moribund Body—Coney Island's Emancipation May Mean Salvation to Racing.

The Coney Island Jockey Club yesterday withdrew from the Racing Trust which has been commonly known as the Board of Control. A formal letter of withdrawal was sent to the Secretary of the board by order of the Executive Committee of the Coney Island Club. A meeting of the board to act on the resignation of J. G. K. Lawrence, who represents the club, will be called, and will probably be held during the latter part of the week. It is said that the resignation will be ignored, and the Coney Island Club expelled. The action has been foreshadowed in the columns of The New-York Times, so that it will be a source of no great surprise to its readers.

This action takes from the Board of Control the single track which has been managed by a body of gentlemen, and which is a jockey club in fact as well as in name. The Brooklyn, Morris Park, and Monmouth Park tracks are all proprietary affairs, and all that is now left of the Board of Control is the Louisiana Lottery-Dwyer combination, though John Hunter, A. J. Cassatt, and James Galway have not resigned from the body as yet. Whatever of respectability is left to it they represent.

The cause for the resignation of Mr. J. G. K. Lawrence, President of the Coney Island Jockey Club and its representative in the board, was the result of the war which the Monmouth Park Association declared against the newspapers which dared to criticise the methods of racing a the track. Because the Coney Island Jockey Club had sent tickets of admission to the representatives of The Times and the Tribune that the Monmouth Park Association had ruled off their track in New-Jersey for no reason but the personal spite of one of the members—so far, at least, as affected the representative of The Times—the Monmouth Park Association appealed to the Board of Control for a ruling from the full board as to whether the rule of expulsion must be enforced in another State.

After due consideration of the claim of the Coney Island Jockey Club, that it had not violated the rules of the body, because the writers in question had not been ruled off the track for any fraud or misdemeanor whatever, the Board of Control decided that the rule of the Monmouth Park Association must be recognized, and the reporters named must be ruled off all tracks within the jurisdiction of the Board of Control.

This left the Coney Island Jockey Club but two courses to pursue. They must either recall the badges sent to the two writers and begin a war upon the newspapers of the city, as the Monmouth Park Association had done, or they must withdraw from the Board of Control. Rather than be forced to insult the newspapers and the writers they employed and had confidence in, the Executive Committee of the club, without hesitation, decided to withdraw from the Board and thus cut loose from the men who are bound to rule or ruin the turf in their eager grabbing for all that there is in sight.

The Coney Island Jockey Club has thus shown itself to be a body of gentlemen who cannot be forced to bend the knee to the mandates of the lottery and policy-owning bearer of a once-respected name, who is bound to drag down into the mire, where it may wallow with him, the once-respected sport of gentlemen; a sport that counted only true gentlemen as its patrons and supporters up to the time of the entrance into it of this transplantation from Louisiana, who thought he saw in racing a game that could be manipulated to his great personal profit.

The Coney Island Jockey Club will gain a host of friends by its decision to cut loose from the alliances that have been a burden to it without the least compensating benefit since the organization of the Board of Control was effected. It was the only course it could pursue and retain its independence and self-respect. It has shown bravery to defy the men who are on the turf solely for what they can make out of it, and who openly advocate the coercion of the press, if that is possible, rather than that their deeds of darkness and their shielding of the criminals of the turf shall be brought to the attention of the public. The latter they look upon as their legitimate game, and game that must not be warned against the methods of the faro bank dealers, roulette wheel players, debauchers of Legislatures, and Louisiana Lottery and policy managers, who were in control of affairs at the Monmouth Park track during the disastrous meeting that was closed a couple of weeks ago.

Freed from the influence of the sharks of the turf, as it will now be, the Coney Island Jockey Club should be able to enter upon a new career of prosperity. Unhampered by the vampires who have been and are sucking the blood that is left in the body of turf patrons, it should rally about its standard the reputable men who race solely for the love of the sport. These men are glad to see it shake off the shackles that have bound it for the past two years to its disadvantage. With a free field, and asking no favors, it should gain a clientèle such as no racing association can now command. Progressive and original methods may be followed, and the club regain the unique and enviable position it held up to the time of its affiliation with the lesser clubs, as the representative gentlemen's jockey club of America.

It was reported last evening that the matter of dispute between the Coney Island Jockey Club and the Board of Control had been referred to "the three men who were not interested in Monmouth Park," Messrs. Cassatt, Galway, and Hunter, as arbitrators. The story went that the three named decided against the Jockey Club, and in favor of the Board of Control, and that the club refused to accept their decision. This story was impossible of verification last evening. The fact that Messrs. Cassatt and Galway when members of the Executive Committee of the Monmouth Association in 1889, voted to rule off the same reporter of The Times for criticism of a race run that Summer, which resolution of expulsion they afterward revoked because of its injustice, would hardly make them unprejudiced judges in the matter.

The withdrawal of the Coney Island Jockey Club from the Board of Control practically wipes that trust out of existence. No turfman would respect the rulings of a body made up of such concerns as the Morris Park and Monmouth Park Associations and the Brooklyn Jockey Club. Such a combination to rule the affairs of the turf would be laughed out of existence at its first attempt to assert any kind of authority.

Thousands Flocking to the Strip.

ARKANSAS CITY, Kan., Sept. 7.—The decision of the Secretary of the Interior to the effect that entrance into the Strip will not be permitted from the eastern end has had the effect of breaking camps formed in the Osage Nation. The "strippers" are now concentrating at points on the north and south. There is a noticeable increase in arrivals, which, if kept up at the present rate, will bring over 100,000 people here before the 16th.

Nearly all the Oklahoma towns will send to the Strip nearly their entire population. In Guthrie and Orlando to-day the citizens were making the same preparations they did when assembled at this point four years ago. They will seek lots at the three points of Enid, Perry, and Ponca, one of which is expected to become a city in a day. Three daily papers will be issued at Perry the day of the opening, and a like number will appear at Enid.

Special Agent Womack has completed his arrangements for resignation. He fears the exposure on the prairie will result in the death of many, and does not hesitate to condemn those who made the arrangements without having knowledge of the situation. The arrangements for the opening are so many and are so constantly arriving from Washington that the oldest lawyers and boomers have given up in despair, declaring they could understand Choctaw much more easily than they can the conflicting orders that have been sent out. No one knows what is necessary, nor can they tell what course to pursue to obtain either land or lots. The field is being prepared for a rich harvest for lawyers and the impoverishment of already poor settlers.

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60-62 West 23d St.

LOWERED THE PACING RECORD.

Hibibi, Jacob Ruppert's Mare, Makes a Mile in 2:16 at Waverly.

NEWARK, N. J., Sept. 7.—Governor's Day dawned auspiciously, and with the early morning came the first stragglers of one of the biggest crowds Waverly has ever seen in the thirty-five years of State Fairs. There were 30,000 persons and thousands of vehicles on the grounds. Around President E. B. Gaddis's tent there were local, State, and Federal officials of all grades.

Gov. George Werts drove into the grounds with his wife and State Treasurer George R. Gray and Mrs. Gray. He was escorted from Newark by Senator Michael T. Barrett, Stephen J. Meeker, and B. J. Courlaender, Jr.

Among the officials on the politicians' knoll were Secretary of State Kelsey, Superintendent of State Buildings B. J. Ford, Inspector General Bird W. Spencer, Judge Armstrong of Camden, Congressmen Buchanan, Fielder, and John T. Dunn, Major Anderson, Gen. Donnell, ex-Mayor Orestes Cleveland of Jersey City, Judge Leonard Kalisch of Newark, Revenue Collector Large, Isaac Thurston, James Smith, and ex-Congressman George A. Halsey.

The interesting event of the early morning was the parade of the equine prize winners. The horses went once around the half-mile track and the procession almost filled the circle.

The half-mile track was in good condition for racing to-day, and, though the fields in both the harness races were small, one, the 2:17 trot, resulted in the best average time ever made at Waverley, and the other in a new track record.

Bert Sheldon, Jr., a big black gelding, who has been winning ten or a dozen races every year for six or seven seasons, added another to his many victories. He won the 2:17 trot, after four rattling heats with Picket and Reference, in which the decisions in the first three were very close—heads or half lengths.

Hibibi, a fast young pacing mare, owned by Jacob Ruppert, gathered in her second purse this week—she won at Fleetwood on Monday—in the third heat, finishing 150 yards ahead, in time that lowers the track record made by Bert Sheldon, Jr., last Fall 3½ seconds.

The summary is as follows:

FIRST RACE.—2:17 class; trotting; purse $700.

Bert Sheldon, Jr., blk. s., by Warwick Boy-Cole, by Priestman, (Smith)	1	2	1	1
Picket, ch. g., by Pickett, (Lockwood)	2	1	2	3
Cypress, ch. h., (McCoy)	3	3	3	5
Reference, blk. g., (Fleming)	4	4	5	2
Iona S., ch. m., (Garrett)	5	5	4	4

Time—2:20; 2:20½; 2:22; 2:21½.

SECOND RACE.—2:16 class; pacing; purse $600.

Hibibi, br. m., by Valensin-Ivy, by Buccaneer, (Herrington)	1	1	1
Blizzard, b. g., (Swan)	2	2	3
Frank, Jr., b. g., (Smith)	3	3	2

Time—2:20½; 2:22½; 2:16.

THIRD RACE.—Running race; catch weights; $200, divided. Five furlongs.

J. C. and G. G. Barnard's gr. g. Little Monarch, (Hunn)	1	1
Kitley, ch. m.	2	2
Not Guilty, b. g.	3	3
Dutch Oven, br. m.	4	4

Time—1:00; 1:01.

The card for to-morrow, in addition to a purse for runners, has the 2:34 and 2:45 trots, with thirteen entries in each.

The management has decided to make the entrance fee to-morrow 25 cents, instead of 50 cents, as heretofore.

Wellesley College Reopens.

WELLESLEY, Mass., Sept. 7.—This town is all astir again, as the college entered yesterday upon the Fall term of its nineteenth year. Notwithstanding the efforts made to keep the number of students down, there are about 750 names enrolled on the register. Nearly 300 are those of members of the entering freshman class, the remainder being former students of the college. This is an increase over the figures of last year, when the number of entering students was 730.

There have been several additions to the corps of teachers. Miss Esther B. Van Deman, M. A., University of Michigan, has been appointed instructor in Latin, and Miss Isabel Graves of Wesleyan University has been made instructor in English literature. Miss Ethel Paton, Wellesley College, '90, is to be instructor in the history of arts; Miss Mabel Chase, M. A., Cornell University, instructor in physics, and Miss Helen A. Merril, B. A., Wellesley College, '82, instructor in mathematics. Miss Caroline Miles, Ph. D., University of Michigan, '92, will assist in the department of history, and Mlle. Clavel in the French department. Miss Margaret Furguson has been appointed instructor in botany.

THE WEATHER.

WASHINGTON, D. C., Sept. 7—8 P. M.—Forecast for Friday:

For *Maine*, showers, clearing Friday afternoon or night in western portion, southeast gales shifting to northwest. For *New-Hampshire* and *Vermont*, showers to-night, followed by fair Friday, winds becoming northwest.

For *Massachusetts, Rhode Island, Connecticut,* and *EASTERN NEW-YORK* fair Friday, northwest gales diminishing.

For the *District of Columbia, Eastern Pennsylvania, New-Jersey, Delaware,* and *Maryland,* showers, slightly cooler, variable winds, high on the coast. For *Virginia, North Carolina* and *South Carolina*, rain, south gales, shifting to southeast. For *Georgia*, rain, northeast gales. For *Eastern Florida*, fair in northern portion, showers in northern portion, easterly gales. For *Western Florida* and *Alabama*, rain, northeast gales.

For *Mississippi*, showers, followed by fair in western portion, northeast gales, slightly warmer in western portion. For *Louisiana*, fair, except showers in southeast portion, clearing by Friday noon, gales becoming north. For *Eastern Texas*, fair, north winds, becoming variable. For *Arkansas, Indian Territory,* and *Oklahoma*, generally fair, variable winds. For *Tennessee* and *Kentucky*, showers, clearing in western portion, variable winds.

For *West Virginia*, showers, cooler, variable winds. For *Western Pennsylvania* and *Ohio*, generally fair, cooler in southern portions, variable winds. For *Western New-York*, generally fair, north winds. For *Indiana*, fair, cooler in southern portion, winds becoming northeast. For *Illinois*, fair, slightly cooler, winds becoming northeast.

For *Lower Michigan, Upper Michigan,* and *Wisconsin*, fair, northeast winds, becoming southeast, slightly warmer in Upper Michigan and Wisconsin. For *Minnesota*, fair, warmer, southeast gales. For *North Dakota* and *South Dakota*, fair, followed by showers in extreme western portions, cooler, except stationary temperature in extreme eastern portions, high southeast winds, shifting to northwest in western portions. For *Iowa* and *Nebraska*, fair, high south winds, becoming northwest, and cooler in Western Nebraska.

For *Missouri* and *Kansas*, fair, slightly cooler in extreme Western Kansas, south winds. For *Colorado*, fair, except light showers in extreme northern portion, clearing Friday afternoon, winds becoming northwest, cooler. For *Montana*, showers, clearing in western portion Friday afternoon, winds becoming northwest, much cooler in eastern portion.

SIGNALS are displayed from Galveston to Tampa and from Jupiter to Eastport and at Red Wing.

WEATHER CONDITIONS.—The storm in the Gulf has moved northward to New-Orleans, the pressure having fallen .42 in twenty-four hours at that point, causing steep gradients and gales in the northeast semicircle. A second low-pressure area has remained nearly stationary north of Montana, a pressure of 29.32 being reported from Medicine Hat. An area of high pressure is central off the South Atlantic coast and a second is central over Lake Superior.

Rain has fallen in the lower lake region, New-England, the Middle Atlantic, and East Gulf States. The temperature has fallen in the Upper Mississippi Valley and the upper lakes; it has risen in the extreme northwest, and has remained nearly stationary elsewhere.

The following heavy rainfalls (in inches) were reported during the past twenty-four hours: Louisiana—Amite City, 2.60; Lafayette, 2.80; Baton Rouge, 4.00; Donaldsonville, 7.70. The Savannah has fallen 2.2 feet at Augusta.

RIVERS.—The rivers will change slightly.

The following shows the changes in the temperature for the past twenty-four hours, in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893.
3 A. M.	57°	63°	3:30 P. M.	74°	78°
6 A. M.	57°	62°	6 P. M.	69°	75°
9 A. M.	59°	69°	9 P. M.	66°	63°
12 M.	65°	75°	12 P. M.	62°	63°

Average temperature yesterday.......................68½°

Average for same date last year.......................63½°

Average for same date last fifteen years.......................70¾°

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PAUL HALLIDAY'S BODY FOUND

BURIED BENEATH THE KITCHEN FLOOR OF HIS HOUSE.

There Are Now Three Known Victims of the Murderess—Hiding Place of the Male Victim Discovered by Charles Greve—Grand Army Men Took Charge of the Body and Will Give It a Soldier's Burial—The Watch and Rings Owned by Sarah McQuillan Found.

MIDDLETOWN, N. Y., Sept. 7.—The discovery on Monday last of two dead women at Burlingham, Sullivan County, buried in a foul grave beneath refuse in Paul Halliday's barn did not end the horrible crime for which his young gypsy wife stands charged. This morning Paul Halliday's body was dug up from beneath the floor of his own humble home at the foot of the Shawangunk Mountains. He had been missing for a week or more.

His head had been battered with a club or gunstock, for there was a contusion on the left side of the face and the eye hung down upon the cheek. Three bullets had been fired in the neighborhood of the heart just as the aim had been for the hearts of the two women. The direction of the bullets was upward from the heart to the lungs.

There is no doubt that his wife did the deed, and gave him a grave beneath the kitchen floor. Searchers had been in and around the house prying into every corner, ripping up the floor, and examining the earth without success.

An impression had prevailed that Paul had left home and wife. When search had ceased because of this theory, Charles Greve, occupying the next farm, could no longer remain silent. He had hoped to keep clear of the tragedy, for he is a New-York gentleman who goes to Walker Valley for the Summer. He was ready to return to the city, and the dread of being a witness at a necessarily protracted trial in the midst of Winter snowdrifts at the Sullivan Court House kept him quiet. But thinking of the old man, whom he believed to be a hard-working, honest fellow, prodded him to action. He had noticed strange and extraordinary movements in and about the Halliday shanty. Moreover, his faithful watchdog had barked and sniffed the air determined to have a part in some affray.

Wednesday night all this had left its impression. He called for the crowbar, which had been found with fresh earth upon it, and going into the house selected a spot not yet disturbed. The boards did not match, they had been once taken up and put down differently. Up came this floor in the kitchen.

The earth was soft. It had been disturbed, and that lately. The crowbar sank easily. Its weight dropped it without effort until it touched something. He knew it by the action of the bar. He pushed it down and it rebounded. There was a mystery, and he sent word to Burlingham to the Justice. The latter, with four men, came. They removed the earth eighteen inches and Paul Halliday's face was uncovered.

The Justice knew there could be no mistake, and he halted to await the Coroner.

In the afternoon the body was laid out on an improvised table, and two doctors tore open the clothing and found the bullet holes and the injuries.

The jury looked upon the body, and Grand Army of the Republic men took charge, to give their old comrade a soldier's burial.

But that was not all the day's developments. The watch and rings which Sarah McQuillan owned and wore away from home Saturday were found by Constable Scott in his outhouse.

Justice Thayer continued his examination, and the events of the day were duly made of record in his court, and then he took an adjournment until to-morrow, as did the Coroner, to go and see the body of the old husband.

Meanwhile, the suspected woman, under arrest, stays in Constable Scott's parlor duly guarded, and spends her time in insane antics or feigns she is insane by action and word.

Constable Scott reports that this morning Mrs. Halliday tore her garter loose, broke it, and twisted it around her neck and pulled on both ends with all her strength. He removed it from her as soon as he discovered what she was attempting to do, but her face was badly flushed and she was panting for breath. She has been watched very closely ever since.

A band of gypsies which recently passed over the mountain was encamped near Burlingham last Summer. Several of the band were in McCune's store, at Wurtsborough, last night, discussing the murders. One was overheard to remark: "If we get the woman, we must get her to-morrow night."

The band had moved this morning and during the forenoon passed through Bloomingburg in the direction of Burlingham. For some reason it divided into two parties, the women going by one road, the men by another. At 2 o'clock word came to Burlingham from the Halliday house that a band of gypsies had arrived there and that they declared they were going to have the woman.

OBITUARY NOTES.

EMMA M. CONVERSE of Providence, R. I., an astronomical writer of note, died of pneumonia at the Mountain View House, Whitefield, N. H., Wednesday. For more than forty years Miss Converse had been engaged in literary pursuits, and in the early years of her toil was engaged in a wide range of educational work. For about sixteen years she had written monthly articles upon astronomical calculations, which have been widely reprinted in this country. Miss Converse was born in Salem in 1820. She had been a contributor to The Atlantic Monthly, The Scientific American, and The Youth's Companion, and as a translator she had been engaged by Appleton & Co. on notable works. Her burial will take place at Norwich.

MICHAEL D. VREELAND, seventy-seven years old, a descendant of one of the old Dutch families who settled the Communipaw and Bergen sections of Hudson County, N. J., died at his home, 160 Virginia Avenue, Jersey City, yesterday morning. He leaves two daughters. His home was on what was once a part of his father's farm, which was bounded by lines now forming Bergen, Ege, and Boyd Avenues, Jersey City, extending to the Hackensack River. Mr. Vreeland's funeral will take place at 2 o'clock this afternoon.

SAMUEL BURDEN, eighty years old, a retired member of the police force of this city, died yesterday morning at his home, 444 Vernon Avenue, Long Island City. He was appointed a patrolman in 1854 and retired in 1884. He served during the draft riots, being attached to the Eighteenth Precinct. Mr. Burden was a brother of ex-Police Captain Henry Burden. He leaves four children.

CAPT. FRANK BARR of the Revenue Marine Service died in Chicago yesterday. He was well known in Washington. He had been connected with the Revenue Marine for years and was regarded by his superiors as an efficient officer.

CHARLES N. SEE, aged forty years, Chief of the Saratoga (N. Y.) village Fire Department, died yesterday of cancer.

CONDENSED TELEGRAMS.

—The temporary repairs on the battle ship Camperdown, which was damaged in her collision with Admiral Tryon's flagship Victoria off Tripoli last June, have been finished. The Camperdown left the docks at Malta yesterday. She will be manned by the crew of the Orion, and will sail for England.

—The returns issued by the London Board of Trade for August show that imports increased £160,000 and exports decreased £520,000 in that month, as compared with the corresponding month last year.

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The New-York Times

ALL THE NEWS FOR 3 CENTS

ROUNDABOUT NEWS FROM BRAZIL.

The Information Concerning the Revolt of the Navy Very Meagre.

ROME, Sept. 7.—The Brazilian Minister to Italy has informed Premier Giolitti that the Brazilian squadron has revolted, and that the Government, although strong enough to preserve public order, will not be able to prevent the bombardment of Rio Janeiro.

The Italian cruiser Dogali, now at Bahia, has been ordered to proceed at once to Rio Janeiro to protect the Italian residents.

LONDON, Sept. 7.—The Brazilian Government has stopped all general communication by wire with Europe.

Dealers in Brazilian products are much disturbed over the discontinuance of cable service to that country. Yesterday morning everything seemed right again, as the cable was open to all Brazilian points except Rio. Within about two hours the service ceased, and notice was sent out by the cable company that it had again been indefinitely suspended. Thereupon Henry Hentz and Louis Seligsberg, President and Secretary of the Coffee Exchange, sent a telegram to Secretary Gresham asking him if something might not be done to restore the service. To this appeal Secretary Gresham replied:

> "No specific discrimination against American citizens or trade in Brazil being alleged, an independent protest against the suspension of cable messages would be of doubtful utility if the measure has been adopted for defensive purposes. But if desired by New-York merchants, Minister Thompson can be instructed to concur in a general diplomatic remonstrance against the burdensome interference with the foreign commerce of Brazil."

To this telegram Messrs. Hentz and Seligsberg sent the following response:

> "The Coffee Exchange, in behalf of New-York merchants interested in trade with Brazil, respectfully asks that the United States Minister at Rio be instructed in accordance with the suggestions contained in the closing sentence of your to-day's telegram."

James A. Scrymser, President of the Mexican Telegraph Cable Company, received a dispatch from Buenos Ayres yesterday morning saying that a newspaper in that city had reported a revolt against the Government at Rio on the part of the Brazilian fleet stationed there. Mr. Scrymser also received from correspondents whom he regards as well informed dispatches confirming this report. He was of the opinion that the trouble was confined to Rio so far, and did not seem apprehensive that the suspension of the cable service would be protracted so as to embarrass trade seriously.

Murderer Geoghegan Taken to Matteawan.

SING SING, N. Y., Sept. 7.—Edward Geoghegan, the wife murderer whose death sentence was commuted by the Governor to imprisonment for life on the ground of insanity, was this afternoon taken from the prison here to the Matteawan Asylum for Insane Criminals by State Detective Jackson.

THEATRICAL GOSSIP.

"JANE" AGAIN.—"Jane" was put forward at the Standard Theatre last night. There was a fair house and a smooth performance. Charles Frohman will make no further use of "Fanny," but will keep "Jane" and Johnstone Bennett going at the Standard until "Charley's Aunt," which promises to be the funniest play of the year, is ready. Loie Fuller will do her snake dance at the Standard all next week. She will also dance at the Harlem Opera House, where Herrmann will give his entertainment.

BY SARDOU.—Now Fanny Davenport is to have a new play written for her by Sardou. It is to be delivered to her next May. She hopes to put it on next Fall at a Broadway theatre and run it all the season. Everybody will hope that Miss Davenport's hopes will be realized, but the Sardou plays are made nowadays by machinery in a factory and are not guaranteed genuine unless the name of Sardou is stamped on the handle. Kathryn Kyddyr is to have one of them to begin to be a "star" with.

GREAT EXCITEMENT.—There is great excitement in town about Caroline Miskel, who is to make her first appearance in New-York at the Madison Square Theatre week after next in "A Temperance Town." Her photograph has been widely circulated by Manager McKee. She is a handsome woman, but they scarcely need another Bernhardt in one of Mr. Hoyt's plays. Mr. Hoyt, however, calls Miss Miskel "a second Ada Rehan."

HE WOULD AND HE WOULD NOT.—The most important theatrical question of the day is: Will Mansfield appear at Herrmann's Oct. 9? Mr. Mansfield himself or his agent has answered it both ways, he will and he will not. This makes it necessary to send out twice the usual number of paragraphs to obliging newspapers. Mr. Mansfield is a fine actor, but he has never yet had a sensible manager.

JULIA ARTHUR.—After next week Julia Arthur will shake off the woes of "The Prodigal Daughter" and begin rehearsals for her season's work as leading lady of A. M. Palmer's Company. She will first do Letty Fletcher in "Saints and Sinners." Mr. Palmer has a new play from the German, which is said to contain a fine part for Miss Arthur, who is a remarkably interesting actress.

NOT ENOUGH ROOM.—There is not enough room between the curtain and the footlights of the Empire Theatre for the actors to come before the curtain and bow when the audience calls them. Therefore the curtain has to be raised and the actors bow in the scene. Some folks think this destroys the illusion of the play, but it cannot be helped. It is the same way at the Lyceum.

MIDWEEK MATINEES.—Next Thursday afternoon the midweek matinées at the Lyceum Theatre will be resumed. Daniel Frohman says "Sheridan; or, The Maid of Bath," is another Lyceum success.

PAGES 9-10. FRIDAY, The New-York Times. SEPT. 8, 1893. PAGES 9-10.

MURDEROUS ITALIAN KILLED

GENNARO BUFAAO SHOT WHILE TRYING TO STAB A POLICEMAN.

He Fired Six Shots at Policeman McCormick, Contractor Swift, and Others, and Then Drew His Knife—McCormick's Revolver Missed Fire and He Had to Retreat—Before the Enraged Italian Could Reach Him, Policeman Bauer Fired One Fatal Shot.

Gennaro Bufaao, an Italian laborer, was killed yesterday morning at 8:45 o'clock at the little square near the Sixty-sixth Street station on the Ninth Avenue elevated railroad after he had tried to shoot two policemen and several citizens and had given Policeman William Bauer of the Twenty-fourth Precinct the option of being killed or of taking life.

The shot which killed him saved the life of Policeman McCormick, who was retreating and trying to save himself from the infuriated onslaught of the Italian. Just previous to this the Italian had fired several shots into a crowd of bystanders, among whom was Valentine George, a brother of Henry George. One of the witnesses of the affair was Arthur Wallack, son of Lester Wallack.

Bufaao was thirty-one years old, was married, and lived at 440 East One Hundred and Fourteenth Street. For more than a year he had worked for George F. Swift, a contractor.

The cause of the shooting, as told by Contractor Swift, was as follows:

Bufaao was one of fourteen Italians who were doing the excavating in West Sixty-sixth Street for the Consolidated Gas Company, and was known to his employers as No. 20. He was discharged on Saturday, and he then received time checks instead of money. Wednesday was pay day, and Bufaao called to get his money. His time checks entitled him to four days' pay, but he said pay for ninety-four hours was due him, and he refused to take less. The checks are made out by the foreman, who claimed that the count was right, but Bufaao insisted on a larger amount and departed vowing vengeance.

Yesterday morning he returned, and walking near where Contractor Swift and Valing near to where Contractor Swift and Valentine George, who is an Inspector for the gas company, were standing he drew a large revolver and began firing at them. Fortunately, none of the bullets touched them, and after four had been fired John McDonnell, a laborer, picked up a stone and threw it at the would-be murderer. The latter immediately turned and fired at McDonnell, but again his bullet flew wide of the mark.

Just then Policeman McCormick came down the elevated railroad steps. Taking in the situation at a glance, McCormick drew his revolver and aimed at the Italian, but his weapon missed fire.

Mr. Wallack, who was a witness to this part of the affair, says:

"I was standing on Sixty-sixth Street, near Eighth Avenue, when I heard the first shot fired. I immediately ran up to see what the trouble was. The Italian was just then turning his attention to the policeman, who had come down the elevated steps. He fired two shots at the policeman, who called to him to surrender. The policeman advanced and drew his revolver, which he tried to fire at the Italian. The weapon would not go off, and the Italian dropped his own pistol and drew a long, rusty poniard and chased the policeman over toward the Boulevard.

"When they had nearly reached the latter thoroughfare the Italian had gained on the officer so much that the latter turned and faced him. The policeman had returned his pistol to his pocket in order to draw his stick, and, when he now tried to redraw it, the weapon went off in his pocket, and he narrowly escaped being wounded, as the bullet passed through his clothing and struck the ground.

"Policeman Bauer now appeared from the direction of the Boulevard, and, drawing his revolver, he rushed over in front of his colleague and shot the Italian in the left breast. Bufaao sank to the pavement and died almost immediately."

Mr. Wallack's story was corroborated by Edward Rink, who keeps an advertising agency opposite where the tragedy occurred, and by Mr. Swift and John McDonnell.

Immediately after the shooting, the Italians working on the excavation were thrown into a state of great excitement. All stopped work and gathered together, talking and gesticulating wildly. One of them, who seemed to be a leader, addressed the crowd, which soon made threatening gestures toward Contractor Swift. For a time the latter thought he might be made the subject of their vengeance, but they finally went away, refusing to work.

Bufaao's body was conveyed to the West Sixty-eighth Street Police Station, and Policemen Bauer and McCormick reported the affair to Sergt. Chapman.

Capt. Smith of the Twenty-fourth Precinct at once suspended Bauer from duty. Superintendent Byrnes approved the suspension. Then Capt. Smith took Bauer before Justice Brady at the Yorkville Police Court, and charged him with homicide. Justice Brady listened to the Captain's story of the affair, and then discharged Bauer from custody. Bauer, however, will be tried by the Police Commissioners.

Yesterday afternoon Bufaao's brother and several friends called at the police station with a permit from Deputy Coroner Hare and removed the body of the dead man to 2,204 First Avenue.

Bufaao's brother said that he was insane over his failure to draw the full amount he believed himself entitled to. Before he left the house yesterday morning, he declared it to be his intention to obtain the money or kill Contractor Swift.

MRS. GALLAGHER HOLDS THE FORT

Refuses to be Evicted on a Health Board Order Without a Legal Fight.

The house 1,880 Second Avenue was condemned by the Board of Health last Friday on a report by Sanitary Superintendent Roberts that it was in a condition dangerous to life and detrimental to health by reason of defective plumbing and drainage. An order was issued for the vacation of the house within five days.

The tenants have all moved out except Mrs. Ellen Gallagher, the lessee, who keeps a liquor saloon on the ground floor and who lives and keeps boarders on the first floor. She refused to go because her lease was for five years and has two years and a half to run. The owners are Charity Commissioner Sheehy and his brother.

Mrs. Gallagher says Commissioner Sheehy has used his influence with the Health Department to have her evicted, as he wishes to tear down the house and build another in its place.

The order to make the necessary repairs was served upon Commissioner Sheehy, but he claims that under the provisions of the lease the lessee is to make the necessary repairs. He therefore has done nothing in the matter. Mrs. Gallagher claims that there is no such stipulation in the lease.

The records of the Health Department show that the original complaint against the house was made on Aug. 29 by the City Improvement Society, which had caused an inspection of the building to be made and had found it in a filthy condition. A Sanitary Inspector subsequently made an examination of the premises and recommended alterations and repairs.

To give Mrs. Gallagher a chance to consult a lawyer as to her rights, the Health Department suspended action yesterday until to-day.

Seeking a Pardon for Stephani.

Application has been made to Gov. Flower for the pardon of Alphonse Stephani, convicted of murder in the second degree on April 10, 1891.

Stephani shot and instantly killed ex-Judge G. Reynolds in his Wall Street office May 15, 1890. Stephani rushed into the office and, charging ex-Judge Reynolds with mismanaging the affairs of the young man's mother, shot him dead in his chair. On the application of Mrs. Stephani, the mother, a commission was appointed to inquire into her son's sanity. She claimed that he was insane.

Many long and tedious hearings were held and some scandal resulted. It was claimed that nearly all Mrs. Stephani's fortune was extorted from her.

IN LE BOUTILLIER BROS.' FAVOR.

The Firm Cannot Be Restrained from Using the Word "Jaeger."

Judge Gildersleeve delivered a decision in the Superior Court Wednesday of great interest to the dry goods trade. The decision was in regard to the right of using the word "Jaeger" in describing underclothing. The plaintiff was the Dr. Jaeger's Sanitary Woolen System Company, the defendant George Le Boutillier, trading under the name of Le Boutillier Brothers.

The Jaeger Company alleged it had been granted the exclusive right to sell Jaeger underwear in this country from William Benger's Sons in conjunction with Dr. Jaeger, and that further William Benger's Sons had the exclusive right to sell and manufacture such articles under this name in Germany. It asked that an injunction be granted compelling the defendants to cease using the word "Jaeger" in connection with underwear. The complaint further alleged that the defendant was also selling underwear with cotton in its composition, and that one of the decided features of the Jaeger underwear was that it was made of the finest and best wool, and contained no vegetable fibre whatever.

In the answer of Le Boutillier Brothers it was stated that the firm of William Benger's Sons had not the exclusive right to manufacture the Jaeger goods in Germany, and that of the seven grades of goods sold by the defendant five were made of pure wool, while the other two grades contained an admixture of cotton, and that in advertising these goods which contained cotton that fact was distinctly stated.

Judge Gildersleeve, in his opinion, said: "At the time of the agreement between William Benger's Sons and Dr. Jaeger, Dr. Jaeger had not acquired a trade mark or trade name. He had never manufactured and sold goods and attached thereto the trade mark alleged, and therefore never acquired such proprietary right even though he may have originated the mark which justifies the granting of concessions which can be protected by the courts. Neither the plaintiff nor its assigners acquired any trade rights from Dr. Jaeger. He never had any to grant. I hold that at the time William Benger's Sons established their sole agency in the United States in 1886 they had no exclusive right in the name 'Jaeger' as applied to underwear. In my opinion the testimony tends to establish the fact that William Benger's Sons never acquired in Germany an exclusive proprietary right to the name 'Jaeger' as applied to underwear."

Judge Gildersleeve holds further that Jaeger underwear was made in the United States and sold here by a number of different houses before the Jaeger Company claimed the proprietary right to the name in this country. He continues: "There is nothing in the name 'Jaeger' as applied to underwear manufactured or sold by the plaintiff to distinguish it from the same kind of underwear made by others. The signification acquired by the name 'Jaeger' is such that the name is as true in its application to the all-wool goods made upon the Jaeger system sold by defendant as to the goods sold by the plaintiff. The appellation 'Jaeger' has no relation to the origin or ownership of the goods, but only indicates their name, style, or quality.

"It must be held that the name 'Jaeger' is descriptive of a class of goods well known in the dry goods trade in this country and Europe; that the plaintiff and its assignors were not the first to use the name 'Jaeger' as applied to underwear, either in the United States or Germany, and that the plaintiff has not the exclusive right to use the name 'Jaeger' for underwear made according to the Jaeger system."

In regard to the claims made by the plaintiff that Le Boutillier Brothers were selling Jaeger underwear in which was used cotton fibre, the Judge held that the grade of goods sold by Le Boutillier Brothers in which all wool was used was of the same quality of material and same skill in manufacture as those sold by the plaintiff, but he held that the goods in which cotton was used could not be called Jaeger underwear, as to be Jaeger underwear the product must contain all wool and no vegetable fibre.

John Delahunty was counsel for Le Boutillier Brothers.

ALDERMEN SUSPICIOUSLY SLOW.

No Action on the Women's Hospital's Application for Leave to Sell Its Site.

Why don't the Aldermen act finally upon the application of the Trustees of the Women's Hospital for permission to sell the present site at Forty-ninth and Fiftieth Streets, Lexington and Fourth Avenues, and so permit the Trustees to build a new hospital further up town?

This question has been asked very generally of late, and it is referred to when there is talk about there being a "combination" among certain Aldermen for the object of securing personal advantages.

The application has been "hung up" long enough to create wonder if not suspicion.

The city authorities in January, 1859, deeded to the Women's Hospital its present valuable site, but the deed stipulated that the conveyance held good only so long as the ground should be used as the site for a hospital. The hospital authorities have expended $250,000 since then in the erection of buildings and other improvements. The site, however, is now regarded as objectionable, owing to the noise of the passing trains, and a new site in Eighth Avenue, between Ninety-second and Ninety-third Streets, has been selected. To get the money for the new site, the Trustees desire to sell the old site, and more than a year ago they applied to the Aldermen for permission to sell the property. The Legislature has authorized the city authorities to make this concession. The Board of Aldermen of last year did not act on the question. On Jan. 30 of this year another application was made to the Aldermen asking that the clause in the conveyance of 1859 making it good only as long as the property was used for hospital purposes be annulled. This was asked because the hospital is not to be abolished, but only removed to a more suitable site. The Trustees promised to maintain twenty-four free beds in the new hospital, with the understanding that the Mayor and Aldermen should have the right to send patients. The Aldermen sent the application to the Law Committee, and a public hearing was given last March.

A few Aldermen urged there should be thirty-one instead of twenty-four free beds, so that each Alderman and the President of the Board could send a free patient if they saw fit. This was about the only open objection made to the application, and Joseph H. Choate and Henry R. Beekman, who represented the hospital, looked for a favorable report at the next meeting.

But it never came. Aldermen have been heard to hint that somebody wanted to make money out of the project. The old site is worth $1,000,000, and it is said the New-York Central Railroad Company is anxious to buy it. The Law Committee of the Aldermen, consisting of Alderman John T. Oakley, Chairman, and Aldermen Rollin M. Morgan, Francis J. Lantry, William H. Schott, and S. W. Smith, is said not to be able to agree upon a report.

People are beginning to wonder what the matter is.

Electrical Board and Civil Service Rules.

The State Civil Service Commission thinks the Board of Electrical Control should follow civil service rules in making removals and appointments. The Board of Electrical Control does not think so, and for two years has been dispensing its patronage without regard to civil service law.

The members of the Board of Electrical Control were summoned to appear before the Civil Service Commission yesterday morning at a meeting held at the Gilsey House. Commissioner Walton Storm was there to speak for himself and his fellow-members. The session was a secret one.

Mr. Storm told the Civil Service Commissioners that he and his colleagues believed the Electrical Commissioners were not subject to civil service rules. That belief, he said, was based on an opinion given to the board by Morgan J. O'Brien when he was the Corporation Counsel of this city, and this opinion had been affirmed by Corporation Counsel Clark. He gave copies of those opinions to the Civil Service Commissioners. They will think the matter over.

Mrs. Rosenfeld Wandered from Home.

Mrs. Eunice Rosenfeld, wife of Monroe H. Rosenfeld, the song writer and composer, while suffering from hysteria wandered from her home in Carroll Street, near Fifth Avenue, Brooklyn, late Wednesday night. She was found at midnight on the Carroll Street bridge over the Gowanus Canal.

Her actions led Bridgekeeper O'Donnell to think she contemplated suicide. He summoned a policeman, who took her to the Amity Street Police Station. She said she lived at 38 Cranberry Street, but residents there denied it. Later Mr. Rosenfeld called at the police station and took his wife home. He said she was subject to hysteria.

Ancient Order of Foresters Prosperous.

The semi-annual report of the Ancient Order of Foresters of America shows that the order was never more prosperous. The returns up to July 1 showed a total membership of 111,928. On July 1, 1891, the membership was 77,790. The gain during the last two years has been 34,138 members, 2 grand courts, and 203 subordinate courts.

The biennial convention of the Supreme Court of the order will be held in New-Haven, beginning next Tuesday.

QUESTIONS FOR MAYOR BOODY

JESSE JOHNSON SUPPLEMENTS E. M. SHEPARD'S ARTICLE.

United States District Attorney Not Satisfied with the Mayor's Reply to The Forum Article—He Calls Attention to Important Matters Which Need Explanation and Were Ignored—The People of Brooklyn Have a Right to Discuss Franchise and Bridge Abuses.

The reply of Mayor David A. Boody to E. M. Shepard's article in The Forum, as well as the article itself, has made a sensation among all sorts and conditions of Brooklyn politicians, chiefly by reason of what it did not say. Among those who have been stirred, first by Mr. Shepard's scathing analysis of the status in quo and afterward by Mr. Boody's failure to refute his facts and his figures, is Jesse Johnson, United States District Attorney, who is, in a keen and cynical way, the brains of the Republican Party over the river. He is a sardonic blonde of the russet type, who looks like Artemus Ward and has the drawl and the voice of Mark Twain. His is a biting humor, well exercised during his long stay in office as the Republican understudy and adviser of William C. De Witt, when the latter was Corporation Counsel of Brooklyn.

What Mr. Johnson does not know of municipal affairs is, to take advantage of a colloquialism, not worth knowing. This is what this accomplished expert has to say on the subject of the original publication of Mr. Shepard's article:

"The article of Mr. Shepard, published in The Forum, is so recent and so close to the subject I would consider, that I could hardly avoid referring to it. I think the citizens of Brooklyn are indebted to Mr. Shepard. That which was the half-inarticulate thought of a community finds speech and expression in his convincing, clear-cut statements. Under the light of Mr. Shepard's article the two glowing facts are: That Brooklyn has a charter or form of government in theory directly and easily responsible to the people; that, in fact, through a gross perversion, equally undemocratic and unrepublican, Brooklyn is practically governed by an unelected dictator, by a boss, or coterie of bosses, and that Mayor Boody is the instrument or medium through which such government is carried on. And equally clear he makes it that such government has dragged Brooklyn down, to the chagrin of her citizens, the injury of her taxpayers, and the loss and harm of every man who in her rising industries would find a place for labor with pick or shovel, hammer, hand or head."

Alluding to the effect of the recent self-exposures of the "machine," Mr. Johnson, with meaning emphasis, said:

"A municipal election is our business, made so by the form of government under which we live. If we do not attend to it others will attend to it for us, and to our injury and our shame. Perhaps we cannot convict the thieves that stole our money and disgraced our citizenship, but, at least, we are able to see to it that they shall not be re-elected to office."

As to the motive of criminal proceedings against the Mayor, should they ever get past the watchful guard of the District Attorney's office, Mr. Johnson said:

"Whether or not Mr. Gaynor succeeds in getting back the million-dollar franchises that have been given away, it is our business to say whether or not we approve the series of transactions by which those franchises were bestowed and whether or not we desire such transactions to continue. It seems to me that if the people of Brooklyn decide that Mr. Boody was right and he who attempted to prevent the spoliation was wrong, it will be a very long time before any one will again find heart to expend almost life energies in battling for a people so pusillanimous."

As Mr. Johnson uttered this trenchant opinion it was clear to see that he did not forget his responsibility as a Federal prosecuting officer as well as a citizen.

With regard to Mayor Boody's reply and its pale, ineffectual fire, the United States District Attorney, taking no pains to veil his censure of his namesake of the State's service, went on:

"I have read Mayor Boody's reply to the arraignment of Mr. Shepard. At the risk of trespassing on the privilege of Mr. Shepard, I feel bound to state that when Mayor Boody took office there was a law that required all street-railway franchises granted in Brooklyn to be sold at auction and to the highest bidder. That law was amended so as not to apply to Brooklyn, by an act passed April 15, 1892. Mayor Boody and his Cabinet have been active and officious in relation to Brooklyn legislation. The citizens of Brooklyn, I think, would be pleased to learn what efforts were made by him or them to prevent the passage of that act."

Nor did the representative of militant Federal control hesitate to say what he thought about Mayor Boody's deplorable justification of the abominable state of the bridge approaches. It must not be forgotten that the Brooklyn Bridge, spanning, as it does, a national estuary, is in a sense under the protection and observation of the Federal authorities. Although Mr. Johnson did not press his claim or his right to interpose with all the indignant force of Federal protest, he didn't mince matters by any means when alluding to the scandalous way in which Brooklyn has abused a Federal concession. He said:

"The Mayor states that millions have been spent in improving the approaches to the bridge. This must refer, at least principally, to the new street now being opened from opposite the bridge to a point on Fulton Street opposite Clinton Street. Perhaps it was wise, having ruined business on lower Washington Street, to ruin lower Fulton Street by opening to it a new and broad avenue on the line of Clinton Street."

Warming up, at contemplating the ingratitude to national kindness of the Brooklyn authorities, the Federal District Attorney, with his eyes on the national importance of the situation, went on:

"Our magnificent bridge certainly deserves one approach, broad and grand, and unhindered by railroads or surface or elevated roads. But was it wise, defensible, or decent, before the old buildings were cleared from that proposed grand approach, when few knew that such an approach was proposed, and before any one had been given a straight and uninterrupted view over the cellars where it was to be built; was it wise just then to give a franchise to build a double-track trolley railroad along and on this proposed new avenue? Such a franchise was given, and the use to which the avenue will be put, as soon as the city can complete it, obviously will be the same or a greater use by the trolley and trolley cars than is made of Washington Street adjacent to the bridge. With such a use of this new 'approach,' I respectfully question whether the citizens of Brooklyn will have obtained any benefit from this expenditure of millions."

In view of all that he said on this important subject, it is barely possible that the Federal Government will look to it to ascertain whether or not the guarantees made to it by those who built the bridge across a national waterway, between two cities, have or have not been duly and honestly carried out.

To Open Municipal Building Plans.

A call for a meeting of the new Municipal Building Commission has been issued for noon next Tuesday. The 130 plans submitted by the architects who are competing for the opportunity of constructing the new building will then be formally opened. It will be only a constructive opening so far as the public is concerned, however.

The Controller will be instructed to open the plans and to fit up a room in the Stewart Building where those authorized to see them will be permitted to make their inspections. The commission will invite the New-York Chapter of the American Institute of Architects and the Architectural League of New-York to submit a list of names of architects from which the commission may select a committee of three to examine and report on the merits of the plan.

Mr. Croker Back in Town.

Richard Croker has returned from Richfield Springs and a meeting of the Tammany Executive Committee, or Committee of Thirty, has been called for next Tuesday at 8 o'clock. Arrangements will then be made for the primaries for the election of delegates to the local and State Conventions.

To Unite Against Tammany.

Democrats in the annexed district are going to meet with the Republicans about Sept. 15 to arrange for a union in opposition to Tammany in the district, the objective point being the office of Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards.

HONORED BY HIS NEIGHBORS.

The Body of Commissioner Nolan Buried in Calvary Cemetery Yesterday.

Business in the Fourteenth Ward, Williamsburg, was suspended yesterday morning, when funeral services were held over the body of the late Charities Commissioner Francis Nolan. A large share of the Eastern District population paid a tribute of respect to the dead political leader. The streets in the vicinity of Commissioner Nolan's residence on Bedford Avenue and of the Church of St. Vincent de Paul were so crowded that the police found it difficult to clear a passage for the funeral procession.

The public was permitted to view the body in the casket at the house. From 8 until 10 o'clock a steady stream of people marched by the remains.

The pall bearers appeared at 10 o'clock and carried the casket to the hearse, while Frank's military band played "Nearer, My God, to Thee." The members of the Seymour Club preceded the hearse to the church. They were followed by the band playing the Dead March in "Saul." Behind the band followed a large wagon bearing floral offerings.

The exterior of the church was draped in mourning. The interior was crowded. Father Francis Ludeche celebrated high mass, assisted by the Rev. William Dunn, deacon, and the Rev. Henry Fitzgerald, sub-deacon. The Rev. John T. Woods of Flatbush delivered a glowing eulogy of the dead man. The services occupied more than two hours. The body was then borne to Calvary Cemetery. The pall bearers and the members of the Seymour Club accompanied the hearse on foot, and were followed by delegates from a number of societies and political organizations.

Nearly all the politicians of note in both parties in Brooklyn attended the funeral. The following were among those present: Mayor Boody, ex-Register Hugh McLaughlin, Corporation Counsel Jenks, Sheriff Courtney, Congressmen Clancy, Magner, and Coombs, Police Commissioner Hayden, District Attorney Ridgway, Surrogate Abbott, Park Commissioner Brower, Senator McCarty, and ex-Mayor Gleason of Long Island City.

At the grave a brief service was held, and, while the band played a dirge the casket was lowered into the ground.

As soon as the news of Commissioner Nolan's death was received in Brooklyn, Democratic politicians began to discuss the question of his successor in office. It seems to be the general opinion that Adolph Simis, Jr., will receive the appointment, and Supervisor at Large Kinkel will announce his choice to-day.

WEINBERGER'S DISTILLERY SEIZED.

Several Attachments Against the Place—The Safes to be Opened To-morrow.

Groups of men who had deposited money in Bernard Weinberger's banking concern gathered yesterday in front of the three offices in Essex, Grand, and Houston Streets, as they had been told that the safes would be opened. Lawyer Jaworower, who represents several of the depositors and has secured an attachment upon the property in Weinberger's offices, said that the safes will be opened Saturday afternoon. He said that in the Grand Street office the safe contained about $50, and the cash drawer $8.

A Deputy Sheriff on Wednesday afternoon seized the old Eagle Distillery, owned by Weinberger, at 56 Monroe Street, and later Collector of Internal Revenue Eidman issued a restraint warrant to prevent the sale of the whisky in the distillery until the taxes are paid. Should the taxes not be paid within a certain time the whisky in the distillery will be sold to satisfy the claims of the Government. The whisky that is made in this distillery, said Collector Eidman, is what is known among the Hebrews as kosher whisky, drank principally during Jewish holidays. The seizure by the Deputy Sheriff was made on an attachment for $8,480 in favor of George Shapiro on assigned claims of M. O. Moses, H. Schwartz & Ehrlich, and Betty & Bletstein, and one for $2,536 in favor of Max Michaelover on assigned claims of Isaac Johnson, Moses Ratzky, and Jacob Rines. Charles F. Holme, counsel for the Eagle Distillery Company, obtained yesterday an attachment against the distillery. He claimed that the company owed him $1,000 salary and $250 advanced by him in cash.

Mrs. Harris, who owns the Grand Street office, and Mr. Brown, who owns the Essex Street office of the Weinberger banking concern, have been clamoring for rent which they say is due them. Both are said to have good security for the rent for three months, but they do not like the idea of having to sue in the courts to recover, on account of the legal expenses that would be incurred.

Mr. Jaworower has received a statement that David Tolmacz recently gave Weinberger $200 worth of Russian bonds for safe keeping, and that a banker who does a small business near Pittsburg, Penn., recently sent Weinberger $2,500 to be remitted to Europe.

Hermann Appel of 117 Clinton Street, Treasurer of Tarnopoler Lodge, No. 31, has announced himself as a candidate for Grand Master of the Independent Order of Ahavus Israel, to succeed Weinberger.

PEACE IN THE GRAND OLD PARTY.

Chairman Hackett Says All Is Serene and He "Has Had Enough Glory."

There is peace in the Grand Old Party of this State, if its leaders are to be believed. They were led to say so yesterday, by the circulation of a report that Chairman Charles W. Hackett of the Republican Executive Committee had incurred the displeasure of Thomas C. Platt, and would consequently have to step down and out. Warner Miller, it was said, wanted Mr. Hackett to run the coming State campaign, but Mr. Platt, it was said, was not an admirer of Mr. Hackett's ability to manage, as evidenced in the last campaign, and wanted him succeeded by ex-Collector Hendricks.

Mr. Hackett was at the Gilsey House yesterday morning, leaving for Utica in the afternoon. To a reporter of The New-York Times he said the rumor that there was any unpleasantness between him and Mr. Platt was absurd.

"I am not a candidate for re-election," he said, "as I have had enough glory as Chairman. I have had four terms of it and if somebody else wants to do the work and it is the desire of the party that somebody else should do it, I will be perfectly satisfied.

"There is the pleasantest feeling between Mr. Platt and myself. I was with him an hour this morning and we had a delightful chat. I did not come down here especially on politics, but had business to attend to, and at the same time was glad to get the opportunity to talk with the leaders. We will have a short and a hot fight in this State this Fall, and what the result of it will be is mighty uncertain."

Wrecked in the Great Storm.

The steamship Ozama, Capt. Chichester, arrived yesterday from Santo Domingo. She had on board the crew of the American schooner F. D. Hodgkins of Lamoine, Me., which was wrecked off Turk's Island. The crew included Louis Fischer, William P. C. Gumbs, William D. Burbage, Julius Osline, Carl Frietrich, and Charles Smith.

Incoming vessels report sighting a number of wrecks. The City of St. Augustine, Capt. Gaskill, from Jacksonville, sighted on Sept. 2 in latitude 31° 03', longitude 80° 35', a wreck, bottom up, showing about 120 feet of keel. A wreck was also seen on Sept. 4 near Frying Pan Lightship.

Municipal Business Beginning to Hum.

The Summer dullness and quiet began to disappear from the City Hall yesterday. Municipal business began to hum. Mayor Gilroy, fresh from his visit to the World's Fair, was back at his desk, and the heads of about all the city departments called upon him to consult in reference to city business. Among the first things the Mayor did was to issue calls for a meeting of the Board of Estimate and Apportionment for 11 o'clock this forenoon and a meeting of the Sinking Fund Commission for 1 o'clock this afternoon.

The Sinking Fund Commissioners will consider the application of the Union Ferry Company for a reduction of its percentages.

Voyagers to Europe.

Among the passengers who sailed on the steamship Augusta Victoria for Southampton yesterday were Rudolph Beyfuss, Imperial Austrian Commissioner to the World's Fair; Prince and Princess Khevenhuller, J. M. Phillipps, M. P., and the family of Bolossy Kiralfy.

The steamship Spree, which arrived from Bremen and Southampton yesterday, brought Samuel L. Clemens (Mark Twain) and Mrs. Clemens, Col. and Mrs. Piorkowski, and Dr. Hahn, World's Fair Commissioner of Magdeburg.

An Ex-Policeman's Bad Record.

Nicholas Keyes, who was on the police force six years ago, was convicted yesterday in the Court of General Sessions of stealing lead pipe from the house of Edward P. Mahone, 318 West Forty-sixth Street. Keyes was removed from the police force after two years' service, having been asleep on post. He then became a letter carrier, and was discharged for drunkenness. Recorder Smyth remanded him for sentence.

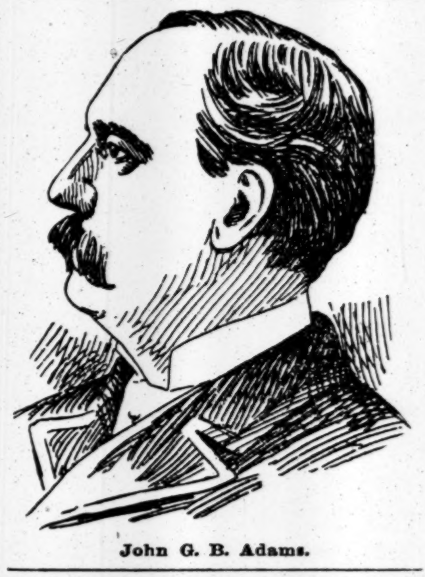
COMMANDER IN CHIEF ADAMS

SKETCH OF THE NEWLY-ELECTED LEADER OF THE G. A. R.

Captain "Jack" Was a Gallant Fighter Throughout the War, Was Wounded, and Served a Term in a Rebel Prison—He Is Popular Alike with Neighbors and Comrades—How the Friends of Gen. Hurst Were Outflanked and Surprised, Especially Major McKinley.

BOSTON, Mass., Sept. 7.—Capt. John G. B. Adams, the new Commander in Chief of the Grand Army, was born in Groveland, Mass., Oct. 6, 1841, and spent his boyhood and youth in that locality.

At the breaking out of the war he enlisted as a private in Major Ben Perley Poore's Rifle Battalion, which was afterward merged into the Nineteenth Massachusetts Infantry Regiment. He left the State on Aug. 28, 1861, as Sixth Corporal of Company A of that regiment and on March 1, 1862, was promoted to First Sergeant. He became successively Second and First Lieutenant, and then Captain, which rank he held at the close of the war.



John G. B. Adams.

He was engaged in every battle of the Army of the Potomac in which his regiment took part. At Fredericksburg Capt. Adams saved the colors of his regiment from capture. He was twice severely wounded in the second day's fight at Gettysburg, but after a short leave of absence and before he had recovered from his wounds he rejoined his regiment, to follow its fortunes from the Wilderness to the siege of Petersburg.

While in the advanced lines before that city June 22, 1864, he was captured with his regiment by the enemy. For nine months he was a prisoner of war.

After the war for ten years he was foreman for B. F. Doak & Co., shoe manufacturers of Lynn. Following that he became an Inspector in the Boston Custom House, resigning after fifteen months' service and accepting the position of Postmaster at Lynn. For eight years he filled that position, resigning to become Deputy Warden of the State Reformatory at Concord.

He was the first recruit mustered into Post 5, and has always been an earnest Grand Army man. He has been Department Commander for one year, has twelve times been delegate to the national convention of the order, and has been President of the Association of the Survivors of Rebel Prisons for the last seven years. In 1868 he was chosen by the Electoral College of Massachusetts as messenger to carry the Electoral vote of the State to the national capital on the first election of Grant to the Presidency.

He was elected Sergeant at Arms of the Legislature in 1885, and has been re-elected from year to year ever since. His salary is $3,000. He has the appointment of about forty messengers, doorkeepers, and other assistants.

INDIANAPOLIS, Sept. 7.—Most of the officers and members of the Grand Army Encampment are anxious to get to Chicago in advance of the Grand Army celebration at the World's Fair on Saturday, upon which occasion Capt. "Jack" Adams, the new Commander in Chief, will make his inaugural appearance in his official capacity.

Considerable chagrin is manifested among the supporters of Gen. Hurst of Ohio, who was one of the leading candidates for Commander in Chief, over what they are inclined to characterize as the "snap judgment" that was taken yesterday afternoon by their Eastern opponents. At previous encampments it has been customary to defer the nominations until the closing hours of the last day, and owing to the late arrival of many of the delegates the supporters of the Buckeye candidate had been unable to get their forces into presentable order. On the other hand, the Massachusetts man had the benefit of the earnest co-operation of the shrewdest political workers in the order, and these determined to take time by the forelock in forcing a nomination.

The result was that when a motion to that effect was presented yesterday afternoon on the heels of the acceptance of the official reports the Ohioans were first dumfounded and then demoralized.

Gov. McKinley, who, notwithstanding the pressure of State affairs, had been induced to come here largely with the object of placing Hurst in nomination, was orating at a camp meeting some distance away and another comrade had to be impressed into service for the duty. Consequently the Ohio candidate was deprived of whatever support might have been drawn from his opponent by the inspiring and magnetic advocacy of "the young Napoleon," and before the roll call of his own State had been reached it was evident that Hurst had lost the day.

There was not even a show of a contest over the selection of Pittsburg for the next encampment. The eleventh-hour boomers of Chicago began their operations too late, although they might have received considerable support had not a motion to select the smoky city by acclamation been rushed through. Chicago is likely, however, to stand a good show of getting the veterans in 1895.

An Arrangement with Canada.

WASHINGTON, Sept. 7.—Col. Stump, Superintendent of Immigration, Treasury Department, telegraphs that he has effected amicable arrangements with the Canadian Government, the steamship lines, and the railroads for the better protection of the United States from violations of the immigrant law. Superintendent Stump is now in Canada on this mission, which has been most successful, and only awaits the formal acquiescence of Secretary Carlisle before it is put into effect.

The proposed restrictions provide for confining the ports of entry in this country to six, at which immigrants landed in Canada from Europe can cross over into the United States, instead of coming in as now at all ports of entry. This arrangement will enable United States Inspectors to inspect each immigrant, so as to see that he is not diseased, is not a pauper, and also to collect head tax from him.

Impaled and Fatally Injured.

NEWARK, N. J., Sept. 7.—An unknown man, forty years old, died at the Newark City Hospital this morning from the effects of wounds received under peculiar circumstances.

He was found impaled on the fence in front of 105 Newark Street, occupied by C. Lermann, coal dealer. The fence is made of pointed wrought-iron bars, 30 inches long. The man, who had been seen to stagger slowly along the street, fell upon the fence.

A man who raised him was horrified by the bleeding, and dropped the victim and fled. Neighbors summoned an ambulance, and the man was taken to the hospital.

It was found his ribs had been broken and the intestines pierced.

Temperance Women's Convention.

SING SING, N. Y., Sept. 7.—The fifteenth annual convention of the Women's Christian Temperance Union of Westchester County opened here to-day. It will be continued to-morrow.

The address of welcome was delivered by Miss Hattie I. Valentine of Sing Sing, and was responded to by Miss Alice Bryant of Mount Vernon. An address was also delivered by Mrs. Elizabeth G. Underhill of New-York.

Fourth-Class Postmasters.

WASHINGTON, Sept. 7.—Among the fourth-class Postmasters appointed to-day were the following:

New-York.—John Greavey, Depew; William H. Sandvick, Dryden, Tompkins County; Henry A. Wright, Elma Centre, Erie County.

FOUR TOADSTOOL VICTIMS.

Four Others, of Belleville, N. J., Are Still Suffering from the Poison.

NEWARK, N. J., Sept. 7.—James Messarie, an Italian, who lives on William Street, Belleville, died at St. Michael's Hospital this afternoon from the effects of toadstool poisoning. His wife, who is in the hospital, is said to be fatally ill from the same cause.

Aloysius Nevvak died late last night. His was the third death of those who ate of the fatal meal Monday night, at 427 Fifteenth Avenue. He was thought to be out of danger, but shortly after 10 o'clock he became so ill that it was deemed advisable to send him to the City Hospital, where he died.

Mrs. Wenzel Vojacek, thirty-two years old, of 427 Fifteenth Avenue, and Willie, her eleven-year-old son, had previously died from eating the toadstools.

Wenzel Vojacek and his eleven-year-old daughter, Marie, are at the City Hospital. The girl is said to be out of danger, but the father's recovery is still in doubt.

John Capplin, the boarder who also ate of the meal, was at the Vojacek home this morning, apparently in good health. He said he did not like the mushrooms and ate but a small quantity.

James Messarie, who was employed in the Riverside Rubber Works as a toolmaker, having no work Tuesday, went to gather mushrooms. He returned home with a large number of toadstools and instructed his wife to prepare them for supper. Mrs. Messarie, who is a dressmaker, employs Miss Rollerie Dominica. The three ate heartily of the supposed mushrooms. Messarie and his wife became ill the next day and Dr. Winans was summoned.

In the meantime, information had been received that Miss Dominica was seriously ill at her home, 142 Verona Avenue, Belleville. Dr. Wilson of Woodside had been called and he found the same symptoms of poisoning as those developed in the cases of Mr. and Mrs. Messarie. Miss Dominica is now considered out of danger.

COLUMBIA STEAMS OUT TO SEA.

A Preliminary Trip to Test and Lubricate Her Machinery.

PHILADELPHIA, Sept. 7.—The cruiser Columbia started on her unofficial trial trip at 7:15 o'clock this morning, thoroughly to test her machinery. Her speed trial will take place on Saturday, and she will probably return to the Cramps' shipyard Sunday evening. The preliminary trial could have taken place a month ago, but the builders decided to await the return from Europe of Edwin S. Cramp, chief engineer of the company.

With Mr. Cramp on the ship are Chief of Construction Lewis Nixon, who is in charge of the machinery; Capt. Sargeant, the commanding officer during the trial; Lieut. Commander Charles O. Allibone, United States Navy; Cipriano Andrade, United States Navy, and a party of invited guests.

Immediately after the unofficial trial, preparations will be begun for the official trial trip, which will take place in about three weeks. The specifications require that the cruiser must make 21 knots per hour for four consecutive hours, and $50,000 will be allowed the builders for each quarter knot made in excess of this requirement.

The officers selected for the new vessel are: Capt. Sumner, formerly stationed at the New-York Navy Yard; Lieut. Commander Charles O. Allibone, executive officer, formerly at the Washington Navy Yard; Chief Engineer Cipriano Andrade, who has superintended the construction of the vessel for the last two years, and Passed Assistant Engineer Henry W. Bevington.

LEWES, Del., Sept. 7.—The United States cruiser Columbia passed out the Capes at 3:15 o'clock this afternoon. She passed in again at 6:30 and anchored at The Brown until morning.

CHOCTAWS TO BE RETRIED.

Secretary Smith's Interposition Stayed the Executions.

WASHINGTON, Sept. 7.—Secretary Hoke Smith has received the following telegram from Inspector Faison at Caddo, Indian Territory:

"Gov. Jones proposes that the agreement of the 28th be annulled; that all nine of the condemned Choctaws be retried separately, letting the evidence show who were leaders, or let them all, if it can be legally done, be tried by United States court. Instructions have been sent by messenger to Judge and sheriff to suspend execution of Lewis and Wade until November court. The Council will convene in the meantime and can take action. Answer requested."

To this telegram the Secretary replied as follows:

"The settlement of the matter as stated is entirely satisfactory. Details will be arranged later."

Secretary Smith this morning, in commenting upon the successful outcome of his efforts in behalf of the condemned Choctaws, said that it was his purpose to call the attention of Congress to the matter and to ask that the jurisdiction of the United States courts be extended so as to include cases in the Indian Territory where it was evident that justice could not be had on account of local prejudice.

FORGED CHECKS AND NOTES.

An Unscrupulous Young Man of Patchogue, L. I., Victimizes His Neighbors.

PATCHOGUE, L. I., Sept. 7.—Leonard Tappen, twenty-one years old, has, for some time, been spending money freely. His own funds gave out and he forged two checks and two notes on Patchogue business men. He gave a note to Samuel Hammond for a horse. The note had the name of John M. Price forged to it. Tappen got the horse and sold it for $75.

Another note had William Jenkins's name forged to it. James Palmer gave Tappen $90 for it and discovered the forgery. The checks were drawn on the Patchogue Bank, and the names of S. S. Hammond and J. M. Price were forged to them.

Tappen inherited money a short time ago, but soon spent it. Warrants are out for his arrest, but he has left town.

Tappen's downfall is attributed to a fondness for horses and fast company.

Will Settle with Mr. Cromwell.

DEDHAM, Mass., Sept. 7.—A decree was made to-day granting Charles Fairchild, Harry Burnett, and Wilmon W. Blackmar, executors of the will of Lawrence Barrett, the well-known actor, late of Cohasset, leave to compromise and settle for $19,000 the claim of William Nelson Cromwell of New-York, the assignee of the American Exchange in Europe, Limited, which he made against the estate of the deceased.

The original amount of the debt, secured by a mortgage on the real estate of the widow of the dead actor and also by assignment of certain life insurance policies, was about $43,000, but the executors produced vouchers and certain set-offs, reducing it to about $30,000.

The executors, in their petition, set up the claim that Cromwell was willing to compromise and settle his claim against the estate for the sum of $19,000, and by the court's decree to-day they are authorized and empowered to settle the claim on the terms set forth in their petition.

The Bill Mr. Coombs Introduced.

WASHINGTON, Sept. 7.—A good deal has been made by several Western papers over the alleged introduction this week in the House by Congressman Coombs of New-York of a banking bill embracing Populistic ideas.

The bill that has caused all this comment was introduced by Mr. Coombs "by request," and he distinctly states that he in no way indorses the recommendations made therein. The bill was sent to Mr. Coombs by one of his constituents, a New-York banker, and, following the regular routine in such cases, he handed it to the Clerk of the House, but he indorsed it in large characters "by request."

There is no more conservative member of the House in regard to banking measures than Mr. Coombs. He favors nothing more than a safe extension of the national banking system.

Left a Message on a Shingle.

Patrolman William B. Stanton of the West One Hundredth Street Station last evening saw two lads endeavoring to make out some writing on a shingle which they had found floating in the North River, off One Hundred and Thirty-fifth Street. The policeman took the shingle to the station house and when it was dried the writing was made out as follows:

This is the last straw that breaks the camel's back. I am tired of life.

GUS. C. SEEBERT, New-York City.

SEPT. 3, 1893.

No person of the name on the shingle has been reported to the police as missing and the name doesn't appear in the Directory.

Trial of the Castine.

BATH, Me., Sept. 7.—The gunboat Castine, on a four hours' trial yesterday, averaged 15.6 knots, thus beating the record of the Machias.

RIOTOUS ENGLISH STRIKERS

YORKSHIRE MINERS GO ABOUT DESTROYING PROPERTY.

Colliery Offices Seized and Wrecked—Buildings Pulled Down—Homes of Non-Union Workingmen Razed—Attempt to Blow up a Manager's House—Over 5,000 in One Mob March Into the Llanelly District—Troops Sent to Featherstone to Restore Quiet.

LONDON, Sept. 7.—Striking miners in Yorkshire, who have been skirmishing with the police and troops in several districts since Monday, have entered upon a campaign of open violence. They have wrecked the offices of Lord Masham's colliery at Featherstone, have driven off the officials, and are now in sole possession of the town. The police, who tried to hold back the rioters, were attacked with clubs and stones, and were put to flight. Troops have been sent to Featherstone to restore order.

More than 5,000 strikers have marched over into the Llanelly district and there have seized the offices of several collieries. Many of the buildings have been wrecked and those left whole have been occupied by the strikers. The mine officials have been expelled. More than 500 cottages of non-unionist miners have been torn down. An attempt was made early this morning to blow up a manager's house.

Dragoons are out scouting for the rioters and have dispersed many incipient mobs. The miners have fought back and not a few have been injured in the encounters with the troops. Many miners have been arrested.

The Manchester and Sheffield Railway Company has given notice that, on account of the scarcity of fuel caused by the miners' strike, it has suspended the service of fifty-five trains. The Midland Railway Company has taken off fourteen trains for the same reason.

Each company had previously curtailed its train service in consequence of the coal famine.

The collieries in South Wales and Monmouthshire have resumed work. Nearly all the 100,000 miners who struck for a 20 per cent. increase of wages have gone back under the old conditions.

ON A RAFT WITHOUT FOOD.

Torturing Experience of the Crew of the Jonathan May.

PHILADELPHIA, Penn., Sept. 7.—The schooner Jonathan May, Capt. George M. Cook, from Charleston Aug. 24 for New-York, with a cargo of lumber, capsized during the gale of Aug. 27 eighty miles south of Frying Pan Lightship. The masts and rigging were cut away and the vessel righted. On the 28th she went to pieces, and early Tuesday morning all hands took to a raft, as the boats were lost. On Sept. 2 at midnight the crew of seven were picked up by the schooner Ann F. Valentine, and were subsequently transferred to the tug Pilot off the Delaware Capes and brought to Philadelphia, landing here this morning.

Shortly after taking to the raft, which was a portion of the deck forty feet long and eight feet wide, the seamen saw a wrecked crew being transferred to a vessel three miles away. Handkerchiefs were fastened to a pole and waved frantically, but the signal was not seen.

The sufferings of the men while on the raft were intense. A ship was seen every day, but their signals were either not seen or not heeded. They were without water until the day they were rescued, when some rain water was caught. A flyingfish, which weighed a pound, fell on the raft after several days of hunger had been experienced and was ravenously devoured. This, with some barnacles taken from a drifting plank and berries of seaweed, was all the subsistence the men had.

The distressed crew were fed and clothed aboard the Valentine, and several who were hurt had their wounds dressed. Mate McGeoghegan had fallen overboard twice from weakness, but was pulled safely back.

STOLE THE WHOLE OUTFIT.

Ex-Convict Gordon to be Arraigned for Stealing Horses, Truck, and Cigars.

A clever wagon thief for whom the police have been diligently searching for several days will be arraigned in the Tombs to-day. On Aug. 30 a truck with ten cases of cigars, valued at $5,500, was driven to the wharf of the Stonington Line, at Pier 36 North River. There was a long line of trucks on the wharf waiting to unload, and this truck was in the middle.

The driver, hoping to save time, picked up a small case, and, taking it to the receiving clerk, got a receipt for it. On returning, he could not find his truck, and the other truckmen told him that a young man had jumped on it and driven away.

The truck and team were found in Williamsburg by detectives. Suspicion fell upon Robert Gordon, alias "Hymie," an ex-convict. He answered the description given by two truckmen who had seen the thief drive away. Gordon was arrested, and finally confessed. He said the goods were hid in the cellar of the house at 113 Elizabeth Street, where the police found them.

Pan-American Quarantine.

WASHINGTON, Sept. 7.—In the section on hygiene and quarantine of the Pan-American Medical Congress to-day Dr. Judu J. Ullao of San José de Costa Rica read a paper on "International Uniformity in Quarantine Regulations." In general terms he showed that the Spanish-American ports lacked the necessary quarantine apparatus either to protect themselves or the nations with which they do business.

He suggested a broad-gauge, comprehensive Pan-American International Board of Hygiene and Quarantine—one with ample powers to protect the three Americas and the West Indies—with Washington as headquarters.

The Paper Money of the Country.

WASHINGTON, Sept. 7.—An official statement prepared by the Treasury Department shows the total of United States notes, Treasury notes, national bank notes, gold and silver certificates, and currency certificates outstanding to be: One-dollar notes, $39,866,353; two-dollar, $31,190,255; five-dollar, $253,387,809; ten-dollar, $312,034,466; twenty-dollar, $239,587,480; fifty-dollar, $45,097,165; one-hundred-dollar, $75,829,170; five-hundred-dollar, $20,142,000; one-thousand-dollar, $45,441,500; five-thousand-dollar, $14,875,000; ten-thousand-dollar, $34,640,000. Total, $1,112,091,198.

Wouldn't Eat Their Dinner.

Four men who shipped on the schooner Jacob M. Haskell, Capt. L. V. Doane, which sailed yesterday, mutinied down the bay. They didn't like the dinner served to them and wouldn't eat it. Capt. Doane hoisted distress signals. Harbor police arrested the men. Capt. Doane told the United States Commissioner that he could get other men and wanted to sail, so they were discharged.

Suicide of a Bank Cashier.

MINNEAPOLIS, Sept. 7.—Cashier M. J. Bofferding of the Bank of Minneapolis committed suicide this morning by shooting. It is supposed that he took his life because of sensitiveness over the absconding of Paying Teller Phil M. Scheig Saturday, with $15,000 of the bank's money. President Kirby of the bank declares that Bofferding's accounts are perfectly straight.

Bicycle Thief Sentenced.

FREEHOLD, N. J., Sept. 7.—Judge Conover of the Monmouth County Court yesterday sentenced a bicycle thief to five months in the county jail, with costs added to the penalty. A Columbia wheel was stolen from Leon McCurran of Asbury Park. Two boys caught the thief, a young colored man, near Englishtown, and he confessed to the crime.

Talked of for United States District Attorney.

It was rumored yesterday that ex-Judge Gunning S. Bedford was about to be appointed United States District Attorney. Mr. Bedford said he had heard nothing about the appointment. He is at present an assistant to District Attorney Nicoll at a salary of $7,500. At one time he was a Judge of the Court of General Sessions.

Two Bank Robbers Shot.

DELTA, Col., Sept. 7.—The Farmers' Bank here was robbed at 10:30 this morning, and the cashier was shot, but not killed. As the outlaws dashed down the street on horseback, a hardware merchant shot and killed two of them.

PASTOR AND VESTRY AT WAR.

Charges and Insinuations of Misconduct Which Appear to be Serious.

There is trouble in the St. Augustine Protestant Episcopal Church (colored) of Brooklyn. When the rector, the Rev. William V. Tunnell, invited the Vestrymen forward to receive holy communion Sunday, the leading members refused. This caused comment among the congregation.

The trouble is said to be due to the Vestrymen's refusal to grant the rector an increase of salary and in the rector's calling the attention of the congregation to that fact. It was said yesterday that Mr. Tunnell would tender his resignation to the Bishop of the diocese, and that if it was not tendered the Vestry would ask for his removal.

The leader of the opposition is Frederick R. Moore, the Secretary of the Vestry. The Vestry recently issued a statement saying that the assertions of the rector relative to the action of the Vestry toward him were untrue. Mr. Tunnell recently told the congregation it was impossible for him to make any progress, spiritual or temporal, on account of the opposition of the Vestry, and that, at a recent meeting of the Vestry, one of its members had called him a liar. The friends of Mr. Moore, the Vestryman referred to, stated he had simply said that the man who had charged him with making improper remarks about the women of the church was a liar. These friends also urge Mr. Moore to make a public statement of the affairs of the church, which they say will be interesting.

T. J. Fisher, the former Treasurer of the church, recently resigned from the Vestry on account of the unwise government of the church. Money which was collected by the children in jugs for the Sunday school is said to have been stolen. The rector says the majority of the congregation side with him, that he will not resign, but will see that a new board of Vestrymen is elected at the next annual election.

DEVOTED A DAY TO PLEASURE.

The Donegan and McCormick Associations on Excursions up the Sound.

WHITESTONE, L. I., Sept. 7.—The Michael J. Donegan Association of the Eighteenth Ward, New-York, held their fourth annual outing and games to-day at Stunwell's Park. They arrived 1,000 strong on the steamboat Chancelor. Thomas Dooley officiated as Marshal. He had for aides William Savage and Frank J. Hughes. After disposing of a large breakfast, the party turned their attention to the schedule of athletic sports.

Among the Democrats present were Senator Cunningham, Alderman Murphy, Michael T. Blake, clerk to the Board of Aldermen; Assemblymen O'Donnell and Martin, Major William Padian, City Marshals Salmon, Leaders, Dooling, Delmore, Dunn, and Murphy; Senator Ahearn, Arthur Reilly, of the County Clerk's office; Judge Koch; Aldermen Smith, Rinn, and Oliver, and Coroner Stanley.

COLLEGE POINT, L. I., Sep. 7.—The steamer Bay Queen brought the Charles J. McCormick Association of the Nineteenth Assembly District, New-York, to Donnelly's Park to-day. On their arrival the 375 members sat down to a breakfast.

The day was devoted to walking matches, foot races, and baseball. Before leaving for home to-night a dinner was served. The Marshal was William H. Traves. His aides were William J. Moran and James J. Austin.

AROUSED BY PARROT AND DOG.

Tenants Warned of Fire Just in Time—The Terrier Suffocated.

At an early hour yesterday morning the occupants of the Adelphi Flats, 203 and 205 West Fifty-second Street, were awakened by the barking of the janitor's dog and the screaming of a pet parrot belonging to one of the tenants. They discovered that the fifth floor of the building was on fire. The occupants of the fourth and fifth floors of the building were aroused just in time to escape suffocation.

Three alarms were sent out and the flames were soon under control. The fire originated in a storage room on the fifth floor. The damage to the building is estimated at $25,000, and the loss to the occupants of the fourth and fifth floors at $6,000.

When the fire was extinguished the janitor's terrier that gave the alarm was found suffocated in the bathroom. The parrot was more fortunate, having escaped without injury.

J. W. Hyatt's Horse Railroad Stock.

NORWALK, Conn., Sept. 7.—The controlling interest in the Norwalk Horse Railway Company, 1,040 shares, owned by the late James W. Hyatt, ex-United States Treasurer, was sold this afternoon at auction by order of the persons and banks with whom it had been pledged by Mr. Hyatt.

Previous to Mr. Hyatt's death considerable dissatisfaction had been found with his management of the road by the minority stockholders. After Mr. Hyatt's death E. C. Benedict of New-York prevented the administrator from disposing of the stock at a very advantageous figure, alleging that Mr. Hyatt owed the railroad company about $15,000. The officials of the company have since refused to transfer the stock on their books until the alleged indebtedness was paid, and with this understanding 1,015 shares were purchased to-day at par by ex-Senator E. J. Hill, who is a Director in a competing road, the Norwalk Tramway Company.

The par value is $25 a share, but the stock has sold as high as $100, yet the road has paid only one dividend since its operation began.

ARMY AND NAVY.

Army Orders.

RELIEVED FROM DUTY.—The following named officers, now undergoing instruction in torpedo service at Willet's Point, N. Y., are relieved from duty at that station, to take effect Oct. 1: Second Lieut. Sidney S. Jordan, Fifth Artillery; Second Lieut. Edward F. McGlachlin, Jr., Fifth Artillery; Second Lieut. Willis Uline, Twelfth Infantry; Second Lieut. Walter M. Whitman, First Cavalry.

LEAVES OF ABSENCE.—Capt. C. H. Potter, Eighteenth Infantry, one month; First Lieut. G. F. Cooke, Fifteenth Infantry, two months; Second Lieut. John W. Furlong, First Cavalry, ten days' extension; Second Lieut. William J. Glasgow, First Cavalry, one month's extension; Capt. Greenleaf A. Goodale, Twenty-third Infantry, one month's extension.

PAYMENTS TO TROOPS, on the muster of Aug. 31, are assigned to Paymasters as follows: Major Charles I. Wilson, Presidio of San Francisco, Fort Mason, Angel Island, Alcatraz Island, Fort Bidwell, and San Diego Barracks, California. Major W. M. Maynadier, Benicia Arsenal, Benicia Barracks, Sequoia National Park, and Yosemite National Park, California.

FIRST LIEUT. JOHN A. LOCKWOOD, Fourth Cavalry, having been relieved from regimental recruiting service in California and directed to report to the Presidio of San Francisco for further orders, is relieved from further duty in that department, to enable him to comply with such orders as he may receive to join his troop in the Department of the Columbia.

TO TAKE STATION AT FORT SHERMAN.—Pursuant to approval of the Major General commanding the army, Companies B and E, Fourth Infantry, will take station at Fort Sherman, Idaho, after the encampment to be established near Spokane Falls, from the 15th to the 30th of September.

FIRST LIEUT. SAMSON L. FAISON, First Infantry, now on leave of absence, is detailed for special duty in connection with the World's Columbian Exposition, and will report to the commanding General, Department of the Missouri, for duty.

SECOND LIEUT. GEORGE E. STOCKLE, Tenth Cavalry, now on leave of absence at Nashville, is ordered to report to the Superintendent of the Recruiting Service, New-York City, to conduct recruits to the Department of Dakota.

LIEUT. COL. EVAN MILES, Twentieth Infantry, is ordered to proceed to San Francisco and report to the commanding General, Department of California, for assignment to special duty in that department.

CAPT. MARCUS E. TAYLOR, Assistant Surgeon, having been found by an army retiring board incapacitated for active service, is granted leave of absence until further orders on account of disability.

FIRST LIEUT. MITCHELL F. JAMAR, Thirteenth Infantry, will be relieved from duty with the World's Columbian Exposition and will proceed to join his company.

Naval Orders.

TRIAL BOARD APPOINTED.—The following is the trial board for the Castine, to meet at New-London Tuesday next: Admiral John G. Walker, Capt. E. O. Matthews, Chief Engineer E. J. Whittaker, Commander Philip H. Cooper, Commander Samuel Belden, Chief Engineer E. J. Entwistle, Lieut. Commander J. N. Hemphill, Chief Engineer Herschell Main, Lieuts. R. G. Davenport and L. L. Reamey, Naval Constructor S. W. Armistead.

SOUTH CAROLINA'S NAVAL RESERVE.—The Adjutant General of South Carolina has informed the Navy Department that on account of the havoc played by the recent storm the Naval Reserve of the State will not be able to undertake the proposed practice cruise on the Kearsarge, which was to proceed to Charleston after seeing the Nantucket safe at Wilmington.

THE ALLIANCE.—Dispatches have been received at the Navy Department from Capt. Whiting, commanding the Alliance, dated Corinto, Nicaragua, Aug. 18, saying that political affairs are quiet, and that the health of officers and crew of the Alliance is good.

THE NEW GUNBOAT CASTINE.—The Navy Department has directed that the official trial trip of the new gunboat Castine shall take place on Sept. 12, over the four-mile measured course on Long Island Sound.

THE CRUISER CHICAGO.—The United States cruiser Chicago, flagship of the European squadron, sailed from Southampton for Havre Tuesday. The Bennington remains at Southampton.

THE UNITED STATES STEAMSHIP MONOCACY left Chin-Kiang, China, Sunday for target practice at the Saddle Islands.

COMMERCIAL AFFAIRS.

NEW-YORK, Thursday, Sept. 7, 1893.

COFFEE—The spot market is dull, but firm at 17c for No. 7....Sales, 600 bags Maracaibo and 1,100 bags Central American on private terms.... In the option line, sales and exchanges of 11,250 bags of Rio were made here, with the market closing barely steady and unchanged to 10 points advance on local buying. Havre was irregular at ¼@½f advance. Hamburg was quiet at ½@¾ pfennig advance. September deliveries stood at the close at 15.60@15.70c, (selling at 15.60@15.75c for 4,250 bags,) October at 15.75@15.85c, (selling at 15.57@15.90c for 1,000 bags,) November at 15.65@15.75c, (selling at 15.70c for 1,000 bags,) December at 15.55@15.60c, (selling at 15.55@15.70c for 3,000 bags,) January at 15.50@15.60c, (selling at 15.55c for 250 bags,) February at 15.30@15.40c, March at 15.20@15.30c, (selling at 15.30c for 750 bags,) and May at 15.10@15.20c, (selling at 15.20c for 1,000 bags.)....Stock of Rio and Santos at New-York to-day, 146,447 bags, and at the other distributing ports, 55,021 bags....Warehouse deliveries here yesterday 7,538 bags.

COTTON—Futures were less active, and closed steady at 4@6 points decline, on free local realizing and following Liverpool....Aggregate business in future deliveries here to-day, 141,200 bales.... September deliveries stood here at the close at 7.55@7.57c, October at 7.74@7.75c, (selling at 7.70@7.76c for 12,400 bales,) November at 7.88@7.89c, (selling at 7.84@7.92c for 12,500 bales,) December at 8.01@8.02c, (selling at 7.97@8.04c for 38,000 bales,) January at 8.12@8.13c, (selling at 8.08@8.15c for 64,800 bales,) February at 8.21@8.22c, (selling at 8.19@8.24c for 5,000 bales,) March at 8.30@8.31c, (selling at 8.27@8.32c for 5,500 bales,) April at 8.39@8.40c, (selling at 8.36@8.38c for 900 bales,) and May at 8.46@8.47c, (selling at 8.45@8.48c for 900 bales.)....And for prompt delivery 252 bales sold to spinners at 1-16c decline; middling, 7 15-16@8 3-16c....Port receipts to-day, 5,458 bales, against 8,617 bales same day last year, and thus far this week, 21,954 bales, against 14,585 bales last week.

FLOUR AND MEAL—Spring wheat grades show an advance, and the business for the day was large, with other descriptions held firmly....Sales were about 34,800 pks, including 6,600 bbls Winter wheat straights at $3.15@$3.50, 2,800 bbls Winter wheat patents at $3.50@$3.85, 800 bbls Winter wheat clears at $3, Spring wheat clears at $3, Spring wheat straights at $3.75, 10,500 bbls Spring wheat patents at $4@$4.15, and fancy up to $4.45; 5,000 bbls City Mills at $3.80@$3.85 for the West Indies, 500 bbls City Mills patents at $4.25@$4.50, 500 bbls No. 1 at $2.60@$2.65, 450 bbls No. 2 at $2.50, fine at $1.95, rye mixtures at $2.70, supers at $2.25, 3,150 bbls Spring bakers' at $2.40@$2.60; 1,000 bbls Southern straights at $3.10, and 1,000 bbls Southern patents at $3.50@$3.70....Arrivals since our last, 5,200 bbls and 27,522 sacks, and export clearances hence, 8,304 bbls and 24,207 sacks, and from four Atlantic ports, 59,389 bbls and sacks....And of RYE FLOUR, 250 bbls sold, in lots, at steady prices, bulk poor to choice superfine, at $3@$3.25, and fancy at $3.30....And of CORN-MEAL, 300 bbls Brandywine sold at $2.75; city coarse yellow, in bags, quoted at 90c; fine yellow, $1....HOMINY CHOPS quoted at 85c....FEED at steady prices; quoted, 40 to 60 lb, at 80@85c.... COTTONSEED MEAL quoted at $1.25@$1.30 ₱ 100 lb....RYE dull; weak; Western and State quoted at 50@52c, from track and for boatloads.... BARLEY MALT neglected; Canada, country-made, 85c@$1; two-rowed State, 70@75c; six-rowed do, 80@85c; Western, 65@80c.

WHEAT—Spot was ⅛@⅜c lower with the options, and the demand continues slow from both shippers and the trade. Sales, 164,000 bushels, of which 144,000 bushels to shippers, including 88,000 bushels No. 2 hard Winter at 6c under December, delivered; 16,000 bushels No. 2 red, Detroit, on private terms; 8,000 bushels No. 2 red on private terms, and 24,000 bushels No. 1 Northern on private terms. The trade bought 4,000 bushels No. 2 red at 70¼c, elevator, and 16,000 bushels No. 2 red, to go to store, at September price....Quotations for spot wheat at the close, free on board: No. 2 red, cash, at 69¾c, store; do, late September, at 71⅜c, afloat; No. 1 hard scarce; No. 1 Northern, afloat, at 71¼c; No. 2 hard, afloat, at 70⅜c....The clearances hence since our last were 178,893 bushels, and from the Atlantic ports 412,655 bushels....The receipts here to-day were 114,125 bushels, and in the interior 780,643 bushels, while at all Atlantic ports they reached 217,573 bushels....Options opened weak at ¼@⅜c decline, rallied ¼@⅛c, fell ⅜@⅝c with Chicago, and closed weak at ⅝@⅞c under yesterday, with a very dull trade and mainly local switching and scalping....Future sales were 1,245,000 bushels, including 45,000 bushels September at 70¼@71c, closing at 70¼c; 210,000 bushels October at 71⅜@72⅛c, closing at 71⅜c; 975,000 bushels December at 75 3-16@76⅛c, closing at 75¼c; 15,000 bushels May at 81⅝c, closing at 81⅝c.

CORN—Spot was fairly active and ½@¾c higher. ....Sales, 225,000 bushels, of which 184,000 bushels to shippers, including 72,000 bushels No. 2 mixed at ¼c over September, or 47⅛c, delivered; 80,000 bushels do, to arrive, on private terms, and 32,000 bushels do, at ¼c over October, delivered. The trade bought 4,000 bushels No. 2 white at 48⅜c, 13,000 bushels No. 2 mixed at 47½c, elevator, and 24,000 bushels do at 47⅛c, delivered....The receipts for the day were 54,600 bushels, and at the Atlantic ports 88,804 bushels, with, in the interior, 524,746 bushels....The clearances hence were 56,747 bushels, and from the Atlantic ports 94,163 bushels....Options opened strong and advanced ¾@1⅛c on further reports of dry weather and shorts covering, declined ⅜@1⅛c on realizing, and closed steady at ¼@⅜c over yesterday, with a fair trade....The sales of options were 750,000 bushels, including 60,000 bushels September at 47@47⅛c, closing at 47c; 360,000 bushels October at 47@47¾c, closing at 47⅛c; 225,000 bushels December at 48¼@49⅛c, closing at 48⅛c; 105,000 bushels May at 50⅛@50⅞c, closing at 50⅛c.

OATS—Spot were ½@1c higher and fairly active on local account....Sales, 132,000 bushels, including No. 2 white, in elevator, at 34c for 60,000 bushels; No. 3 white at 33½c; No. 2 white clipped at 35c; No. 3 do at 34c; No. 2 mixed at 31@31⅛c for 46,000 bushels; No. 3 do at 30½c; rejected white at 32c; rejected mixed at 29½c; No. 2 Chicago at 32@32½c; track mixed at 30½@33c for 4,000 bushels, and track white at 33@39c for 20,000 bushels....Options closed firm at ⅜@¾c advance, as following corn with only a moderate trade....Sales of options, 190,000 bushels, including 110,000 bushels September at 30⅞@31⅛c, closing at 31c; 80,000 bushels October at 30¾@31⅛c, closing at 30⅞c; November closing at 31¾c. December closing at 32⅝c....The receipts here to-day were 33,600 bushels; exports, 53,514 bushels.

HOPS—There is a very steady market, but the demand continues light....Choice State quoted at 22c and the best Pacific coast at 21@22c.

METALS—Tin firm; spot quoted at 19.75c bid. Sales 10 tons, spot, at 19¾c....Copper firm at 9.60c. ....Lead firm at 3.85c....Spelter quiet at 3.65c.

OILS—For cotton seed oil the market was steady. There were inquiries, but nothing of importance was done and crude quoted nominally at 31@32c. Prime yellow was unchanged at 38@39c. Lard oil was quiet, but steady at 64c. Linseed oil was dull and lower at 37c for American. Other oils were without change and quiet.

PROVISIONS—The market for hog products at the West was irregular; the distant deliveries were dull and easier, but the near-by months advanced owing to smaller receipts of swine than expected, buying by packers to force shorts to cover contracts and in sympathy with the rise in corn.. Pork closed 10 points lower for January and 5@25 points higher for other months. Lard was up 5@10 points; short ribs were 2½ points lower for January, but other months were up 15@57½ points....PORK fairly active; firm; sales, 400 bbls; quoted at $16@$17 for mess, $17@$19 for short clear, and $18@$19 for family mess. At Chicago September closed at $16, October at $14.35, and January at $12.90. Short ribs, for September delivery, opened 15 points higher, and then further advanced 42½ points on buying by shorts to cover contracts, closing firm at $9.67½. October advanced 15 points and closed steady at $7.95. January was dull and 2½ points lower at $6.85.... DRESSED HOGS were in light supply, but the demand was slow and prices were unchanged; quoted at 8 5-16c for 160 lb average, nominal for 200 lb, 8½c for 180 lb, 8⅝c for 140 lb, 8½c for 120 lb, and 8⅝c for pigs. Interior deliveries of hogs were 45,000 head....CUTMEATS were without decided change, and steady; sales, 1,000 lb pickled shoulders at 6⅜c, and 10,000 do bellies, 12 lb average, at 12c; closing at 12@12½c for pickled bellies, 12 lb average, 10@11c for pickled hams, and 6¾@7c for pickled shoulders....BEEF was dull, but steady; extra India mess, in tierces, at $14.50@$17....BEEF HAMS were without change and dull, with, at the West, $16.50 quoted, while here $17.50 was quoted.... LARD—The market for Western steam was quiet, but values advanced a trifle in response to stronger advices from the West; cash was firmer but quiet, closing at $8.75 nominal; no sales. Options—Sales, 250 tcs October at $8.50, closing at $8.40; September closed at $8.65. City steam was fairly active and firm; sales, 200 tcs at $8@$8.25; refined was in fair demand for October and November shipment, and firmer, closing at $9.20 for the Continent and $9.50 for South America; compound was firm at $7.75. At Chicago, September closed at $8.30, October at $8, and January at $7.45....TALLOW—Sales were made late yesterday of 50 hhds prime city to an exporter at 4 13-16c, and to-day the market was quiet and unchanged. STEARINE—Lard stearine was steady at 11c, at which price small sales were made. Oleostearine continues in light supply and firm, with buyers at 10⅝c....BUTTER—The market is quiet, but the continued light receipts keep prices firm, especially on the better grades. Western extra creamery, 26½c; do, poor to prime, 17@24½c; do June at 22½@24c; State creamery at 26@26½c for extra tubs and 25½@26c for pails; State dairy, half tubs, best, new, 24@25c; do, poor to prime, 17@23c; imitation creamery, 15½@20c; Western dairy, 15½@19c; Western factory, 15@18c.

CHEESE—The better qualities are firmly held on the limited supplies, while trading continues rather slow....Full cream State is within the range of 7¾@9¼c for large white, 7¾@9⅜c for colored, and 8¾@9¼c for small size; part skims at 2½@6c, full skims at 1@1½c.

EGGS—Receipts run light and a further advance transpires, with fine stock selling fairly....State and Pennsylvania, 19c; Western, 17@18c; Western seconds, ₱ case, $3@$3.50.

RICE—There continues a fairly active inquiry at full prices....Domestic, poor to choice, 2⅝@5⅛c; Patna, 4⅝@4⅞c; Japan, 4¼@4¾c.

SUGAR—The trading to-day was slow owing to the recent large business, but values remain firm; sales, 150 tons muscovado, 89° test, at 3c....Quotations, muscovado, 89° test, at 3c; molasses sugar, 89° test, at 2¾c; centrifugal, 96° test, at 3⅝c.... Refined are in active demand at firm prices....Cut loaf and crushed, 5⅝@5 13-16c; powdered, 5 7-16@5⅝c; granulated, 5 3-16@5⅜c; standard A, 5 3-16@5⅜c; off A, 4 13-16@5⅛c; yellow, 3⅞@4 15-16c.

FREIGHTS—Berth freights are still dull and easy, while full cargo grain freights show a little more animation, but at slightly easier rates. Petroleum freights are firm, but quiet, and general business is somewhat livelier at unchanged rates. No berth engagements are reported to-day, and nominal quotations for grain are: To Liverpool, Bristol, and Glasgow, 2½d; to London, 2¾d; to Hull, 3¼d; to Leith, 3¾d; to Newcastle, 4d; to Antwerp, 3d; to Rotterdam, 7c; to Hamburg, 60 pfennigs, and to Cork, for orders, 2s 9d. Charters: A British steamer, with general cargo from New-Orleans to the United Kingdom or Continent, including Rouen, at 13s, September; a British steamer, with cotton from New-Orleans to Liverpool or the Continent at 38s, September-October; a British steamer, with cotton from the Gulf to Liverpool or the Continent at about 37s 6d, October; a British steamer, with 12,000 quarters grain, hence to Lisbon, at 3s 1½d; a British steamer, with 19,000 quarters oats, hence to St. Nazaire, at 2s 3d; a British steamer, with 18,000 quarters grain from Newport News to Antwerp at 2s 6d; a British steamer, with general cargo from Virginia to Hamburg at 14s 3d; a British and a Norwegian steamer, with sugar from north side of Cuba to New-York, Philadelphia, or Boston at 8@9@10c; a ship, with general cargo, hence to Sydney, N. S. W., on private terms; a bark, with general cargo, hence to Melbourne, at a lump sum, basis of 14s; a British iron bark, with grain from San Francisco to Cork, for orders, at 32s 6d; a British ship, with deals from Dalhousie to Bathurst at 40s; a Norwegian bark, with deals from West Bay to west coast of England at 38s 9d; a German bark, with 8,000 bbls petroleum, hence to London, at 2s 1d; a British bark, with 7,000 bbls petroleum from Philadelphia to La Pallice at 2s 7½d; an Italian bark, with 40,000 cases petroleum from Philadelphia to Italy, private terms; a brig, with lumber from Tusket, N. S., to Rosario at $5.

CHICAGO PRODUCE MARKETS.

There was a Good Trade in Wheat, but Prices Were Weak—Corn Advanced.

CHICAGO, Sept. 7.—There was a good trade in wheat to-day on speculative account. The opening was unsettled from ⅛c under to ⅛c over the closing figures of yesterday, and advanced ¼c more, became weak and prices declined 1⅛c, and then became steady. The close was about ⅝@¾c lower than yesterday. There was more outside buying to-day, but the advance induced free realizing by some "longs," and a reaction set in. The early news was generally of a bullish character. English cables were higher and The Cincinnati Price Current was considered a little bullish. There was some talk of retiring more Clearing House certificates at New-York; added to this was the decidedly strong corn market. Heavy receipts in the Northwest and later low cables from the Continent caused a less confident feeling. Receipts, 119 cars, were 21 cars under the estimates.

Corn had another active day, and still further advances were scored, the market retaining a portion of the advance. Outside orders were more numerous, and local shorts were disposed to cover, creating an immense demand. Many of yesterday's prominent buyers were increasing their holdings to-day. St. Louis sent large buying orders. The weather was still dry and hot all over the corn belt, and the damage in many places is past recovery. The Cincinnati Price Current's statement, "Drought in corn belt unbroken; this crop irreparably shortened," was looked upon as bullish. The market opened ½@¾c higher, and with an urgent demand and light offerings sold up quickly with slight reactions ⅞@1c; on heavy selling it sold off ⅛c, and at the close was ½@⅝c higher than yesterday. Receipts were 34 cars under the estimates, 580 cars coming in.

Oats trailed along after the other grain markets, advanced early, and yielded later. There was some covering by shorts. The drought is increasing consumption. Outside trade was light. The close was but slightly higher for May and ⅛c higher for September. Receipts, 241 cars.

Provisions ruled firm on the continued cash demand for shipment. January product was in better demand at higher prices, in sympathy with higher-priced corn. September pork closed 25c above yesterday. Final prices on lard were 2½@5c above those of yesterday. The cash demand for ribs advanced September materially, the closing being 57½c above yesterday. October closed 15c higher. Estimated receipts for to-morrow: Wheat, 135 cars; corn, 670 cars; oats, 350 cars; hogs, 22,000 head.

Freights—The demand for vessel room for Buffalo and Georgian Bay was moderate at ¼c for wheat and 1⅜c for corn to Buffalo, and 1⅜c for corn to Port Huron. Kingston room was not wanted, as the elevators there are choked. Rates for corn are easier at 2⅜c.

The leading futures ranged as follows:

Articles.	Opening.	Highest.	Lowest.	Closing.
Wheat, No. 2—				
Sept.....	65¾	66	64⅞	64⅞
Oct.....	66¾	67	65¾	65⅞
Dec.....	70	70⅛	69⅛	69⅛
May.....	77	77⅛	76⅛	76⅛
Corn, No. 2—				
Sept.....	39⅛	40	39¼	39¼
Oct.....	39⅞	40⅛	39⅛	39⅛
Dec.....	39⅞	40⅜	39⅝	39⅝
May.....	43	44⅛	43	44⅛
Oats, No. 2—				
Sept.....	25	25	24⅛	24⅛
Oct.....	25¼	25⅛	24⅜	24⅜
May.....	30⅜	31¼	30⅜	30⅛
Mess pork, ₱ bbl—				
Sept.....	$15.90	$16.50	$15.20	$16.00
Oct.....	14.40	14.50	14.35	14.35
Jan.....	13.00	13.10	12.90	12.90
Lard, ₱ 100 lb—				
Sept.....	8.25	8.35	8.25	8.30
Oct.....	8.00	8.10	8.00	8.00
Jan.....	7.45	7.50	7.45	7.37½
Short ribs, ₱ 100 lb—				
Sept.....	9.25	9.75	9.25	9.67½
Oct.....	7.90	8.10	7.90	7.95
Jan.....	6.90	7.00	6.90	6.90

Cash quotations were as follows: No. 2 Spring wheat, 64⅞@64⅞c; No. 3 Spring wheat, 61c; No. 2 red, 64¾c; No. 2 corn, 39⅜c; No. 2 oats, 24½@25c; mess pork, ₱ bbl, $16@$16.05; lard, ₱ 100 lb, $8.25@$8.30; short ribs, sides, (loose,) $9.82½@$9.87½; dry-salted shoulders, (boxed,) $7.25@$7.50; short clear sides, (boxed,) $9.25@$9.37½.

Articles.	Receipts.	Shipments.
Wheat, bushels	115,271	24,425
Corn, bushels	422,131	558,994
Oats, bushels	368,427	301,967

LIVE STOCK MARKET.

NEW-YORK, Thursday, Sept. 7, 1893.

Receipts for this day:

	Beeves.	Cows.	Veals and Calves.	Sheep and Lambs.	Hogs.
Jersey City.....	230	....	89	1,541	799
Sixtieth Street....	3	1	528	2,391	....
Fortieth Street....	....	....	....	....	1,364
Hoboken.....	....	....	23	219	....
Total..........	233	1	640	4,151	2,163

BEEVES—Receipts were 17 cars at Jersey City for export. Latest cable advices quote refrigerated beef lower and selling at 8⅜c ₱ lb and American steers steady at 9½@10½c ₱ lb, estimated dressed weight. Shipments to-day: The Madiana will go with 75 sheep for L. S. Dillenback. No more exports until Saturday. No trading; feeling steady.

SHEEP AND LAMBS—Receipts were 19 cars: 7 cars at Jersey City and 11 cars at Sixtieth Street for the market; 1 car at Hoboken for butchers. Market slow for common stock; active and steady for good. Sheep sold at $2.50@$4.12½ for poor to prime; lambs at $5@$6.25 for common to choice. *SALES.*—M. COLLINS—109 Indiana sheep, 105 lb average, at $4.12½ ₱ 100 lb; 107 do, 88 lb, at $3.60; 261 Indiana lambs, 60 lb, at $5.50; 228 Ohio do, 68 lb, at $6.25. S. JUDD & CO.—120 Pennsylvania lambs, 67 lb, at $6; 122 do, 68 lb, at $5.50; 95 State do, 58 lb, at $5.25. NEWTON & GILLETT—129 State lambs, 52 lb, at $5.25; 13 do, 64 lb, at $5.25. P. S. KASE—207 Pennsylvania and Jersey lambs, 74 lb, at $6.25; 10 Jersey ewes, 114 lb, at $3.50. D. HARRINGTON—224 Indiana lambs, 69 lb, at $5.50; 245 do, 62 lb, at $5.25; 235 do, 64 lb, at $5.12½; 213 Kentucky do, 63 lb, at $5; 202 Western sheep, 108 lb, at $4; 37 Kentucky do, 99 lb, at $3.75. HUME & MULLEN—77 State lambs, 65 lb, at $5.62½; 47 Pennsylvania do, 63 lb, at $5.50; 123 do, 51 lb, at $5; 15 Pennsylvania sheep, 100 lb, at $3; 10 do, 76 lb, at $3. HALLENBECK & HOLLIS—7 State lambs, 57 lb, at $5.75; 20 State sheep, 92 lb, at $2.50.

VEALS AND CALVES—Included in the receipts were 317 consigned direct to butchers. Market slow at yesterday's prices. Grassers and buttermilks sold at $2.50@$3.50 ₱ cwt; fed calves at $3; common to choice veals, at $4@$7.50. *SALES.*—HUME & MULLEN—35 veals, 159 lb average, at $7.50 ₱ 100 lb; 21 do, 166 lb, at $7.25; 17 do, 119 lb, at $6.50; 2 do, 205 lb, at $5.25; 7 do, 90 lb, at $4; 14 fed calves, 250 lb, at $3. J. P. NELSON—5 veals, 187 lb, at $6.75. JELIFFE, WRIGHT & CO.—28 grassers, 194 lb, at $2.50. J. DILLENBACK—4 veals, 160 lb, at $7; 1 do, 150 lb, at $7.50. S. JUDD & CO.—36 grassers, 251 lb, at $2.75. NEWTON & GILLETT—13 grassers and buttermilks, 235 lb, at $3.50; 10 do, 206 lb, at $3.50. M. COLLINS—25 Maryland calves, 161 lb, at $6.25.

HOGS—The arrivals were 14 cars, 6 cars at Jersey City and 8 cars at Fortieth Street; about 2 cars for sale; market active and firm at $5.75@$6.60 ₱ cwt. *SALES.*—HUME & MULLEN—19 State hogs, 145 lb average, at $6.60 ₱ 100 lb; 35 do, 154 lb, at $6.50; 24 do, 270 lb, at $6.10; 5 do, 324 lb, at $6; 10 do, 332 lb, at $5.80; 1 rough, 390 lb, at $5. A. W. LAMB—30 State hogs, 160 lb, at $6.60; 46 do, 198 lb, at $6.50; 21 do, 210 lb, at $6.30; 20 do, 200 lb, at $6.25; 26 do, 230 lb, at $6.20; 33 do, 291 lb, at $5.85. JELLIFFE, WRIGHT & CO., (late yesterday)—17 State hogs, 184 lb, at $6.30; 8 do, 215 lb, at $6.25; 1 rough, 400 lb, at $5. S. JUDD & CO.—3 State hogs, 208 lb, at $6.25. NEWTON & GILLETT—4 State hogs, 300 lb, at $5.80.

DRESSED MEATS—Dressed beef firm with city-dressed native sides at 6½@8¼c ₱ lb; choice do at 8½c; Chicago dressed at 6@8c; dressed mutton firm at 5½@8c; few choice at 8¼c; dressed lambs steady at 8@11c; dressed calves lower; country-dressed veals at 8@10½c; city dressed at 8@11½c; few extra at 12c; dressed grassers and buttermilks at 4@6c; little calves at 4@6½c.

BUFFALO, Sept. 7.—Cattle—Receipts last 24 hours, 3,280 head; total for the week thus far, 10,660 head; for same time last week, 10,460 head; consigned through, 3,120 head; to New-York, 2,280 head; on sale, 80 head; market opened slow, but steady; closed steady with about all sold; good 1,350-lb steers, $4.35; light Western steers, 900 lb, $3.15; Chicago cows and heifers, $2.75@$2.90; grass Texas steers, $2.85. Hogs—Receipts last 24 hours, 6,600 head; total for the week thus far, 35,550 head; for same time last week, 41,100 head; consigned through, 4,350 head; to New-York, 1,500 head; on sale, 2,250 head; market opened strong for light grades; 10@15c higher for mediums and packers; closed strong; all sold; good Yorkers, $6.20@$6.30; extra selected, $6.35; grassy lots, $6@$6.15; good mediums and mixed, $6.25. Sheep and Lambs—Receipts last 24 hours, 5,600 head; total for week thus far, 23,800 head; for same time last week, 19,400 head; consigned through, 3,200 head; to New-York, 2,800 head; on sale, 2,400 head; market opened strong for sheep, slow for lambs; closed weak for lambs; good mixed sheep, $3.85@$4; fair, $3.25@$3.75; good lambs, $5.25@$5.50; fair, $4.75@$5; Canada lambs, $5.50@$5.60.

EAST LIBERTY, Sept. 7.—Cattle—Receipts light; market steady at unchanged prices. Hogs—Light supply; market higher; extreme heavy, $5.85@$6; medium tops, $6.20@$6.25; light tops, $6.20@$6.25; heavy Yorkers, $6.20@$6.25; pigs and light Yorkers, $6.10@$6.20; grassers, $5.80@$6; roughs, $4.50@$5.25. Sheep—Supply light; demand fair at yesterday's prices.

CHICAGO LIVE STOCK.

CHICAGO, Sept. 7.—Cattle—Receipts, 12,000 head; strong; common to extra steers, $3.80@$5.40; stockers and feeders, $1.85@$3.25; cows, heifers, and bulls, $1@$3.25.

Hogs—Receipts, 23,500 head; weak; heavy, $5.20@$5.80; mixed and medium, $5.60@$6.30; light, $5.75@$6.15; pigs, $4.60@$5.80.

STATE OF TRADE.

ST. LOUIS, Sept. 7.—Flour holds quiet; firm; receipts, 3,970 bbls; shipments, 7,392 bbls; patents, $3@$3.25; extra fancy, $2.75@$2.85; fancy, $2.40@$2.50; choice, $2.15@$2.25; family, $1.80@$2; rye flour, $3.25@$3.35. Wheat lower; receipts, 104,675 bushels; shipments, 2,623 bushels; September closed at 61½c; October, 62⅝@62¾c; December, 66⅝@66¾c; May, 74c. Corn higher; receipts, 66,700 bushels; shipments, 61,530 bushels; September closed at 36c; October, 35⅞c; December, 35⅞@35½c; year, 35c; May, 38⅛c. Oats quiet and strong; receipts, 28,100 bushels; shipments, 4,309 bushels; September closed at 24c; May, 30c. Pork stronger and higher, new selling at $16.50, on orders, $17@$17.25. Lard—Prime steam, 8¼c. Dry-Salt Meats—Shoulders, 7⅛c; longs and clear ribs, 10⅛c; shorts, 10⅜c. Bacon—Boxed shoulders, 9c; longs, 11⅛@11½c; clear ribs, 11⅛@11⅛c; shorts, 11⅛@11½c. High wines steady, $1.12. Wool—Market steady, but quiet. No change in general situation.

CINCINNATI, Sept. 7.—Whisky—Sales of 508 bbls finished goods on the basis of $1.12 ₱ gallon for high wines. Hogs light; receipts, 1,566 head; shipments, 1,409 head; common, $4@$5.60; fair to good, light, $6.20; do, packing, $5.65@$5.95; butchers', $6@$6.10. Cattle strong; receipts, 647 head; shipments, 224 head; common, $1@$1.75; good to choice, $2.85@$3.25. Pork steady; mess pork, $15@$17; clear mess, $16; family, $16; clear family, $16. Lard inactive; held at 8⅜c for last Winter's; kettle lard—sales, steam leaf at 8½c, kettle dried at 8¾c, leaf lard at 8⅛c, bakers' lard at 8⅛c. Bacon steady; sales of loose shoulders at 9⅜c, loose short rib sides at 10⅜c, loose short clear sides at 11⅛c, boxed short clear sides at 11⅛c. Flour—There are better sales; buyers are easier to find; shipping, $3.90; ranges, $4.10; fancy at $3.15@$3.50, and family, $2.75@$3; Winter patent quotable at $3@$3.25; fancy at $2.50@$2.75; family, $2@$2.25; extra, $1.90@$2; low grade, $1.50@$1.90; sales, 190 bbls shipping at $3.90; 150 bbls shipping patent at $2.95, 100 bbls fancy at $2.75. Wheat—Market is firmer and has an upward tendency; sales, 1 car No. 2 red at 59c; 300 bushels sample red at 56c. Corn—Market is firmer; demand is firmer; sales of 1 car No. 2 white at 42c; 1 car No. 2 yellow at 44c; 2 cars No. 2 mixed at 43½c; 1 car mixed at 40c. Oats—Demand is good; market advancing; No. 2 mixed worth 27c; sales of 1 car No. 2 white at 30½c; 5 cars No. 2 mixed at 27c; 1 car No. 2 mixed at 27½c; 1 car No. 2 mixed, light color, at 28c. Rye—Market is firmer; No. 2 worth 50c; sales of 1 car No. 2 at 50. Eggs—Market is firmer; fresh, 12½@13, loss off. Butter—Market is very firm under a stiff demand; prices higher; fancy rolls at 28c; prime to choice Ohio and Indiana creamery at 22@25c; gathered cream at 24c; dairy quotable at 20@23c for fancy lots; to consumers and bakers, 16@18c. Clearings from exchange to-day amount to $1,388,950.

BUFFALO, Sept. 7.—Spring wheat limits firmer for cost, insurance, and freight; spot easy; sales, 8,000 bushels No. 1 hard, spot, 71c; 3 cars do, 71½c; 9,600 bushels No. 1 Northern, spot, 68c; 15,000 bushels do, 68⅛c; 10,000 bushels do, 67⅛c; 32,000 bushels do, cost, insurance, and freight, old, 67⅛c; 32,000 bushels do, do, 66½c; 12,000 bushels do, new, 66¼@66½c; closing, No. 1 hard, spot, 71c; No. 1 Northern, do, 67¾@68c; do, cost, insurance, and freight, new, 66⅜c; do, do, old, 66⅜c; No. 2 Northern, spot, 66½c. Winter wheat firm; offerings light; sales, 5 cars No. 2 red, 66c; 1 car do, 66½c; 3 cars No. 1 white, 66⅛c; 1 car extra No. 2 white, 65½c. Corn quiet; unsettled; sales, 3,000 bushels No. 2 yellow, 45@45½c; 7,000 bushels No. 2 corn, 43½c; No. 3, 43½c asked. Oats higher; demand light; sales, 7 cars No. 2 white, 31½c; 3 cars No. 3 white, 30½c; 3 cars No. 2 mixed, 27@27½c. Rye nominal; No. 2, 48c. Flour active; strong; best Spring, $4.10@$4.20; Winter straights, $3.30@$3.40. Rye flour, $3@$3.25. Millfeed firmer; unchanged. Canal freights firmer; wheat, 3⅛c bid; corn, 3⅛c; seed, 3¼c to New-York. Receipts—Flour, 102,000 bbls; wheat, 218,000 bushels; corn, 350,000 bushels; oats, 140,000 bushels. Shipments—Canal—Wheat, 188,000 bushels; corn, 17,000 bushels; flaxseed, 8,400 bushels. Rail—Flour, 64,000 bbls; wheat, 141,000 bushels; corn, 197,000 bushels; oats, 75,000 bushels.

PEORIA, Sept. 7.—Corn active, higher; No. 2, 38c; No. 3, 37c; receipts, 31,200 bushels; shipments, 11,700 bushels. Oats active, higher; new No. 2 white, 26¼@26½c; No. 3 white, 25¼@26c; receipts, 80,300 bushels; shipments, 44,000 bushels. Rye nominal; receipts and shipments, none. Whisky—Market steady on the basis of $1.12 for high wines; receipts, none; shipments, 910 bbls.

FOREIGN MARKETS.

LIVERPOOL, Sept. 7—3:45 P. M.—Beef in fair demand; extra India mess steady at 75s, prime mess steady at 67s 6d. Pork in moderate demand. Hams and bacon in fair demand. Cheese in poor demand. Tallow and spirits of turpentine in moderate demand. Resin in poor demand. Lard—Spot in moderate demand; futures in no demand; prime Western, spot, dull at 42s 3d. Wheat and flour in moderate demand. Corn—Spot and futures in fair demand; mixed Western, spot, firm at 4s 1d; September steady at 4s ¾d; October steady at 4s 1⅛d; November steady at 4s 2⅛d. Hops at London—Pacific coast in moderate demand.

4 P. M.—Cotton—Futures closed barely steady. American middling, low middling clause, September delivery, 4 21-64d, sellers; September and October delivery, 4 21-64@4 22-64d; October and November delivery, 4 21-64@4 22-64d; November and December delivery, 4 23-64d, sellers; December and January delivery, 4 24-64@4 25-64d; January and February delivery, 4 26-64@4 27-64d; February and March delivery, 4 28-64@4 29-64d; March and April delivery, 4 31-64d, sellers; April and May delivery, 4 33-64d, value.

HAVANA, Sept. 7.—Sugar quiet. Exchange irregular; on the United States, short sight gold, 9c premium; on London, 19c premium. To-morrow being a holiday, the markets will be closed.

COTTON MARKETS.

NEW-ORLEANS, Sept. 7.—Cotton steady; good middling, 7⅞c; middling, 7 9-16c; low middling, 7 5-16c; good ordinary, 7c; net receipts, 1,201 bales; gross, 1,365 bales; sales, 550 bales; stock, 36,156 bales.

SAVANNAH, Sept. 7.—Cotton firm; middling, 7⅜c; low middling, 7c; good ordinary, 6⅝c; net and gross receipts, 1,578 bales; exports, coastwise, 1,446 bales; sales, 450 bales; stock, 16,134 bales.

GALVESTON, Sept. 7.—Cotton firm; middling, 7¾c; low middling, 7 7-16c; good ordinary, 7⅛c; net and gross receipts, 1,535 bales; sales, 265 bales; stock, 22,969 bales.

NAVAL STORES MARKETS.

Spirits of turpentine quiet at 30c. Resins firm at $1@$1.05 for common to good strained.

WILMINGTON, Sept. 7.—Resin steady; strained, 75c; good strained, 80c. Spirits of turpentine steady at 25½c. Tar steady at 90c. Crude turpentine firm; hard, $1; soft, $1.60; virgin, $1.60.

SAVANNAH, Sept. 7.—Spirits of turpentine firm at 26½c. Resin firm at 90c.

CHARLESTON, Sept. 7.—Naval stores quotations omitted.

NEW-YORK COURTS.

NEW-YORK CALENDARS—THIS DAY.

SUPREME COURT—General Term.—Recess.

SUPREME COURT—Chambers—*Ingraham, J.*—Opens at 10:30. Calendar called at 11. *Class VI.*—1—Harkin vs. Brooks. *Class VII.*—2—Leo Von Raven Publishing Company vs. Roseborn. 3—Brower vs. Manning. 4—Rahman vs. Turner. *Class VIII.*—5—Matter of Miller. 6—Myers vs. Levan. 7—Semerad vs. Kehr. 8—Oshinsky vs. Willoughby. 9—Matter of Burkhalter. 10—Streit vs. Truax. 11—Victor vs. Seligman. 12—Stine vs. Thomson-Houston Electric Company. 13—Lazarus vs. Coleman. 14—Allen vs. McBride. 15—Farley vs. Simpson.

SUPREME COURT—Special Term—Parts I. and II.—Adjourned for the term.

CIRCUIT COURT—Parts I., II., III., and IV.—Adjourned for the term.

COMMON PLEAS—General Term.—Adjourned sine die.

COMMON PLEAS—Equity Term.—Adjourned for the term.

COMMON PLEAS—Special Term—*Daly, C. J.*—Opens at 10:30. Motions.

COMMON PLEAS—Trial Term—Parts I., II., and III.—Adjourned for the term.

SUPERIOR COURT—General Term.—Adjourned sine die.

SUPERIOR COURT—Equity Term.—Adjourned for the term.

SUPERIOR COURT—Special Term—*McAdam, J.*—Opens at 11. Calendar called at 11:30. 879—Hartmann vs. Hartmann. 897—Haines vs. Haines.

SUPERIOR COURT—Trial Term—Parts I., II., and III.—Adjourned for the term.

SURROGATE'S COURT—Chambers.—*Fitzgerald, S.*—Opens at 10:30. No day calendar. Testimony to be taken before the Probate Clerk at 10:30: Ascher Weinstein, Barbara Kay, Martin J. Brumby, George Reiss, Gustave H. L. Zinckert, Fritz Elsaser, Catharine R. Kansky, Mahalah Sowarby.

SURROGATE'S COURT—Trial Term—*Ransom, S.*—*Held in Brownstone Building, 32 Chambers Street.*—Opens at 10:30. No day calendar.

CITY COURT—General Term.—Adjourned sine die.

CITY COURT—Special Term—*Ehrlich, C. J.*—*Held in Room 11 City Hall.*—Opens at 10. Motions must be made returnable at 10.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

POST OFFICE NOTICE.

(Should be read DAILY by all interested as changes may occur at any time.)

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending Sept. 9 will close (PROMPTLY in all cases) at this office, as follows:

FRIDAY.—At 8:30 P. M. for NEWFOUNDLAND, per steamer from Halifax.

SATURDAY.—At 12:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, and TURKEY, per steamship La Champagne, via Havre; at 12:30 A. M. for EUROPE, per steamship Umbria, via Queenstown, (letters for Germany, France, Switzerland, Italy, Spain, Portugal, and Turkey must be directed "per Umbria";) at 2:30 A. M. for NETHERLANDS direct, per steamship Veendam, via Rotterdam, (letters must be directed "per Veendam";) at 4 A. M. for GREYTOWN, per steamship Cuba, (letters for Jamaica, Belize, Guatemala, Truxillo, and Puerto Cortez must be directed per "Cuba";) at 6 A. M. for GERMANY direct, per steamship Saale, via Bremen, (letters for other parts of Europe, via Southampton and Bremen, must be directed "per Saale";) at 11 A. M. for CAMPEACHY, CHIAPAS, TABASCO, and YUCATAN, per steamship Saratoga, (letters for other Mexican States and Cuba must be directed "per Saratoga";) at 11 A. M. for HAITI, CUMANA, and CARUPANO, per steamship Prins Maurits, (letters for other Venezuela ports and for Curaçao, Trinidad, British and Dutch Guiana must be directed "per Prins Maurits";) at 11 A. M. (supplementary 11:30 A. M.) for FORTUNE ISLAND and JAMAICA, per steamship Alene (letters for Jacmel and Aux-Cayes must be directed "per Alene";) at 11 A. M. for NORWAY direct, per steamship Hekla (letters must be directed "per Hekla";) at 1 P. M. for INAGUA, GONAIVES, ST. MARC, PORT DE PAIX, and CAPE HAITI, per steamship El Callao; at 2 P. M. for SCOTLAND direct, per steamship City of Rome, via Glasgow (letters must be directed "per City of Rome";) at *3 P. M. for GUATEMALA, per steamship Flamborough, from New-Orleans; at 6 P. M. for LA PLATA COUNTRIES direct, per steamship Waverly; at 6:30 P. M. for AUSTRALIA and HAWAIIAN ISLANDS, per steamer from Vancouver (letters must be directed "via Vancouver.")

Mails for China and Japan, per steamship Belgic, (from San Francisco,) close here daily up to Sept. *15 at 6:30 P. M. Mails for Australia, New-Zealand, Hawaiian, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to Sept. *16 at 6:30 P. M., (or on arrival at New-York of steamship Etruria with British mails for Australia.) Mails for the Hawaiian Islands, per steamship Australia, (from San Francisco,) close here daily up to Sept. *24 at 6:30 P. M. Mails for the Society Islands, per ship Tropic Bird, (from San Francisco,) close here daily up to Sept. *24 at 6:30 P. M. Mails for China, Japan, Hawaii, and Australia, via Vancouver, (specially addressed only,) close at this office daily at 6:30 P. M. Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer, (sailing Mondays and Thursdays,) close at this office daily at 2:30 A. M. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3 A. M.

Transpacific mails are forwarded to San Francisco daily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving ON TIME at San Francisco on the day of sailing of steamers are dispatched thence the same day.

*Registered mail closes at 6 P. M. previous day.

Extra supplementary transatlantic mails are opened on the piers of the American, English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer.

CHARLES W. DAYTON, Postmaster.

POST OFFICE, NEW-YORK, N. Y., Sept. 1, 1893.

REFEREES AND RECEIVERS.

Referees Named Yesterday.

SUPREME COURT—*Ingraham, J.*—Matter of Brainerd et al., (two cases)—Peter B. Olney. Hidden vs. Schwarzler—Philip L. Wilson. Demorest vs. J. M. Harding Manufacturing Company—Edgar Ketcham. Metropolitan Life Insurance Company vs. Weed—George G. Fry.

COMMON PLEAS—*Daly, C. J.*—Ernst vs. Man, (two cases)—Thomas B. Odell.

Receivers Appointed Yesterday.

SUPREME COURT—*Ingraham, J.*—Henry A. Kunath vs. John E. Ettel—T. F. Pollard. Bank of the Metropolis vs. George D. Smith—Theodore Rogers.

SUPERIOR COURT—*McAdam, J.*—William H. Nafis vs. Diederick Tonjes et al.—William H. Nafis.

CITY COURT—*Ehrlich, C. J.*—D. M. Williams & Co. vs. Joseph L. Keller—Seward Baker. Western National Bank vs. George W. Venable—Henry H. Sherman.

APPOINTED BY THE PRESIDENT.

WASHINGTON, Sept. 7.—The President sent to the Senate to-day the following nominations:

D. B. HAYES, Postmaster at Crowley, La.

Lieut. Commander E. W. WATSON to be a Commander. Lieut. R. M. G. BROWN to be a Lieutenant Commander. Lieut G. W. DENFELD, junior grade, to be a Lieutenant. Ensign J. C. DRAKE to be a Lieutenant junior grade.

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO.
SHORT ROUTE TO LONDON.
NEW-YORK, SOUTHAMPTON, BREMEN.
FAST EXPRESS STEAMERS.
I. cabin, $70 and upward; II. cabin, $45, $50 and $60 a berth. Steamers sail from foot of 2d St., Hoboken.
Saale, Sat., Sept. 9, 9 A. M. | Havel, Tu., Sept. 26, 9 A. M.
Spree, Tues., Sept. 12, noon | Trave, W., Sept. 27, 9 A. M.
Kaiser, Sat., Sept. 16, noon | Elbe, Sat., Sept. 30, 9 A. M.
Lahn, Tues., Sept. 19, noon | Aller, Tu., Oct. 3, 11 A. M.
Ems, Sat., Sept. 23, 7 A. M. | Saale, Sat., Oct. 7, 7 A. M.

MEDITERRANEAN LINE.
New-York to Genoa less than eleven days.
Werra, Sept. 9 | Kaiser, Oct. 21 | Fulda, Dec. 9
Kronp'z, Sept. 16 | Fulda, Nov. 4 | Werra, Dec. 30
Fulda, Sept. 23 | Werra, Nov. 18 | Kaiser, Jan. 6
Werra, Oct. 4 | Kaiser, Nov. 25 | Spree, Jan. 16
Passage, $100, $125, or $150 a berth, first cabin.
OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN PACKET COMPANY.
FAST LINE TO LONDON.
NEW-YORK, SOUTHAMPTON, HAMBURG.
Twin-screw express steamers.
Normannia, 8.14, 8:30 AM | A. Victoria, Oct. 5, 1:30 P. M.
F. Bismarck, Sept. 21, 2 P. M. | Normannia, Oct. 12, 7:30 A. M.
Columbia, 8.28, 7:30 A. M. | F. Bismarck, Oct. 19, 12 M.
First cabin, $75 and upward; second cabin, $50 and upward.
HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

AMERICAN LINE.
NEW-YORK. SOUTHAMPTON. LONDON.
Berlin, Sept. 13, 7:30 A. M. | Paris, Sept. 27, 7 A. M.
New-York, Sept. 20, 1 P. M. | Berlin, Oct. 4, 10 A. M.
From Pier 43 N. R., foot of Christopher St.
Shortest and most convenient route to London.
Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender.
First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.
INTERNATIONAL NAVIGATION COMPANY,
6 Bowling Green, New-York.

CUNARD LINE.
TO LIVERPOOL, VIA QUEENSTOWN.
Umbria, Sept. 9, 4 A. M. | Servia, Oct. 3, 11 A. M.
Lucania, Sept. 16, 9 A. M. | Umbria, Oct. 7, 4 A. M.
Etruria, Sept. 23, 4 A. M. | Lucania, Oct. 14, 8 A. M.
Campania, Sept. 30, 8½ A. M. | Aurania, Oct. 17, 10 A. M.
From Pier 40 North River, foot of Clarkson St.
Cabin passage, $50 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.
VERNON H. BROWN & CO., General Agents.

ANCHOR LINE.
UNITED STATES MAIL STEAMSHIPS.
FOR GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot of West 24th St.
S. S. CITY OF ROME, Saturday, Sept. 9, 4 P. M.
Saloon, $50 and upward. Second cabin, $30.
Circassia, Sept. 16, 10 A. M. | Devonia, Sept. 30, 9 A. M.
Furnessia, Sept. 23, 3 P. M. | Ethiopia, Oct. 7, 3 P. M.
Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $23; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

ANCHOR LINE. SPECIAL NOTICE.
The favorite steamship CITY OF ROME sails from New-York to
GLASGOW VIA LONDONDERRY
Saturday, Sept. 9, 4 P. M.

WHITE STAR LINE.
*Majestic, Sept. 13, 8 A. M. | *Majestic, Oct. 11, 7:30 AM
Britannic, Sept. 20, 12½ PM | Britannic, Oct. 18, 11 A. M.
*Teutonic, Sept. 27, 7½ A. M. | *Teutonic, Oct. 25, 4 P. M.
Germanic, Oct. 4, noon. | Germanic, Nov. 1, 11 A. M.
From White Star Dock, foot of 10th St.
Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.
H. MAITLAND KERSEY, Agent.

GUION LINE.
FOR QUEENSTOWN AND LIVERPOOL.
From Pier B, foot of Grand St., Jersey City.
ARIZONA..........Saturday, Sept. 16, 10 A. M.
ALASKA...........Saturday, Sept. 30, 9 A. M.
ARIZONA..........Saturday, Oct. 14, 8:30 A. M.
Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO.,
Telephone, 3,095 Cortlandt. 35 Broadway.

COMPAGNIE GENERALE TRANSATLANTIQUE.
FRENCH LINE TO HAVRE every Saturday.
LA CHAMPAGNE, Laurent..Sat., Sept. 9, 4 A. M.
LA GASCOGNE, Santelli.....Sat., Sept. 16, 8 A. M.
LA TOURAINE, Frangeul...Sat., Sept. 23, 2 P. M.
A. FORGET, General Agent, No. 3 Bowling Green.

CANADIAN PACIFIC RAILWAY.
New-York to Seattle, Tacoma, &c.—First class, $43.00; second class, $37.00.
New-York to San Francisco—First class, $45.00; second class, $39.00.
New-York to St. Paul via Montreal—First class, $25.00; second class, $24.00.
E. V. SKINNER, 353 Broadway, N. Y.

CANADIAN PACIFIC STEAMSHIPS TO
JAPAN AND CHINA.
NEW-YORK TO JAPAN IN 17 DAYS.
Intended sailings from Vancouver:
EMPRESS OF CHINA..........Sept. 18.
EMPRESS OF INDIA..........Oct. 16.
EMPRESS OF JAPAN..........Nov. 13.
E. V. SKINNER, Gen'l East'n Agent, 353 Broadway, N. Y. | EVERETT FRAZAR, China and Japan, Frt. Agt., 69 Wall St., N. Y.

SAVANNAH LINE.—THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.
S. S. Kansas City..........Thursday, Sept. 7, 3 P. M.
S. S. Nacoochee..........Saturday, Sept. 9, 3 P. M.
S. S. City of Augusta..........Tuesday, Sept. 12, 3 P. M.
Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA and FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to J. D. HASHAGEN, E. Agt., S. F. & W. R'y, 261 B'way. | W. H. RHETT, Gen'l Agt., Central R. R., 317 B'way.
R. L. WALKER, Agent Ocean Steamship Co.
G. M. SORRELL, Manager, New Pier 35 North River.

CLYDE LINE.
CHARLESTON, S. C., the South and Southwest.
JACKSONVILLE and all Florida points.
From Pier 29 E. R. (foot of Roosevelt St.) 3 P. M.
YEMASSEE, for Charleston only, Fri., Sept. 8, 3 P. M.
CHEROKEE, for Jacks'v direct, Sat., Sept. 9, 12 M.
ALGONQUIN, for Chas. & Jack., Tues., Sept. 12, 3 PM
SEMINOLE, for Chas. & Jack., Fri., Sept. 15, 3 P. M.
All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.
FLA. CENT. & PEN. FAST F. & P. LINE via JACKS.
GRT SO. FRT. & PASS. LINE via CHARLESTON.
T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

OLD DOMINION LINE.
Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C.—Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 229, 239, 261, 287, 317A, 362, 849, 944, and 1,225 Broadway.
W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Steamboats.

PROVIDENCE LINE,
FOR BOSTON, WORCESTER, PROVIDENCE, WHITE MTS. AND ALL POINTS EAST. Steamers CONNECTICUT and MASSACHUSETTS leave Pier 29 (old No.) North River, foot of Warren St., at 5:30 P. M. daily, except Sunday, connecting trains due Boston 7:15 A. M., Worcester, except Sunday, 8:00 A. M.

STONINGTON LINE,
inside route for BOSTON and the East, and direct route to NARRAGANSETT PIER and WATCH HILL. New steel steamers leave new Pier 36 N. R., one block above Canal St., at 5:30 P. M. daily, except Sunday.

NORWICH LINE
FOR
BOSTON, WORCESTER,
NEW-LONDON, NORWICH,
AND ALL POINTS EAST.
Leave Pier 40 (old number) North River (next pier above Desbrosses St. Ferry) daily, except Sundays, at 6 P. M., connecting with new express train leaving New-London at 3:35 A. M., reaching Boston 9 A. M., Worcester 7:56 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the flier, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays excepted) at 3:30 P. M. and 11:30 P. M., connecting with trains for Meriden, Hartford, Springfield, and the North. These steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, New-York, and 4 Court St., Brooklyn.

HARTFORD LINE.—Steamer HARTFORD leaves Pier 24 East River Mondays, Wednesdays, and Fridays at 5 P. M. No steamer leaving on opposite days until further notice.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily, except Saturday, 6 P. M. Sunday steamer touches at Albany.

HUDSON AND COXSACKIE BOATS LEAVE every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Boston & Albany R. R.

Travelers' Guide—Steamboats.

Hudson River by Daylight.
Day Line Steamers,
NEW-YORK or ALBANY.
Daily except Sundays.
Leave Brooklyn, Fulton St., (by Annex,) 8:00 A. M.
" New-York, Desbrosses St. Pier, 8:40 "
" West 22d St., 9:00 "
for Albany, landing at Yonkers, West Point, Newburgh, Po'keepsie, Rhinecliff, Catskill, and Hudson. Returning, leave Albany 8:30 A. M.
MORNING AND AFTERNOON CONCERTS.

ALBANY BOATS.
PEOPLE'S LINE.
Steamers DREW and DEAN RICHMOND leave Old Pier 41 N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) connecting with express trains to Saratoga, Lake George, Adirondacks, Thousand Islands, Richfield Springs, Niagara Falls, Sharon Springs, and Cooperstown. Saturday night steamer connects with Sunday morning train for Saratoga.

CATSKILL MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Catskill Mountain and Cairo R. R. and the new Otis Elevating Railway to the summit. Directory of Summer Hotels and Boarding Houses mailed free at pier or by W. J. HUGHES, Catskill, N. Y.

HUDSON RIVER STEAMER MARY POWELL.
(DAILY, EXCEPT SUNDAYS.)
Leaves Desbrosses St. 3:15 P. M.; Saturdays, 1:45.
Do. West 22d St. 3:30 P. M.; Saturdays, 2.
For CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW-HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.
STATIONS foot of Desbrosses and Cortlandt Streets.
In Effect Sept. 4, 1893.
9:00 A. M. COLUMBIAN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago, Cincinnati, and Indianapolis. Arrives Cincinnati 6:35 A. M., Indianapolis 7:55 A. M., Chicago 10 A. M. next day.
9:00 A. M. FAST LINE.—For Pittsburg. Parlor Car.
12:00 NOON. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 12:00 noon.
2:00 P. M. ST. LOUIS, CINCINNATI, AND CHICAGO EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville, and Chicago. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., Chicago 5:30 P. M.
6:30 P. M. WESTERN EXPRESS.—Pullman Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.
7:50 P. M. SOUTHWESTERN EXPRESS week days, 7:45 P. M. Sundays.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6:00 P. M., St. Louis 7:00 A. M. second morning.
8:00 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car New-York to Chicago. Arrives Chicago 7:00 A. M. (second day,) Toledo 11:20 P. M., Columbus 7:15 P. M., Cleveland 6:10 P. M., (week days.)
5:00 P. M. SHENANDOAH VALLEY ROUTE daily, with Sleeper to New-Orleans.
BALTIMORE, WASHINGTON, AND THE SOUTH.
10:00 A. M.—"Washington Limited" week days, Pullman Parlor Cars and Dining Car.
3:20 P. M.—"Congressional Limited" daily, Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.
ADDITIONAL EXPRESS TRAINS: 8, 8:30, 9:30, 11 A. M., 2:10, 4:30, 5, 9 P. M., 12:15 night. Sunday, 8:30, 9:30 A. M., 4:30, 5, 9 P. M., 12:15 night.
9:30 A. M.—Atlantic Coast Line Express daily, Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9 P. M. daily, Sleeper to Jacksonville.
4:30 P. M.—Richmond and Danville Express daily, Sleepers to Augusta and New-Orleans. Dining Car.
5:00 P. M.—Daily for Chesapeake & Ohio Railway, Through Sleeping and Dining Cars.
For OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8 A. M. week days, and 8 P. M. daily, with Sleeper.
For ATLANTIC CITY, 1:50 P. M. week days, with Through Buffet Parlor Cars and Day Coaches.
For CAPE MAY, 1 P. M. week days.
For LONG BRANCH, Asbury Park, Ocean Grove, and Point Pleasant, 3:30, 7:30, 9:10, 10 A. M., 12:10, (1:00 Saturdays only,) 3:10, 3:40, 4:20, 5:10, 7 P. M. week days. Sundays, 9:10, 9:45 A. M., 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sunday.)
FOR PHILADELPHIA.
Express: 6:20, 7:20, 8, 8:30, 9, 9:30, 10, 11 A. M., (12 noon, Penn'a Limited,) 12:10, 1, 2, 3, 3:20, 4, 4:30, 5, 6, 6:30, 7, 7:50, 8, 9 P. M., 12:15 night. Sundays, 8:30, 9, 9:30, 10, 10:30, 11 A. M., (12 noon Limited,) 2, 4, 4:30, 5, 6, 7:45, 8, 9 P. M., 12:15 night.
Ticket Offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, Brooklyn; Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City. The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.
S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY.
(Anthracite Coal used exclusively, insuring cleanliness and comfort.)
Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St.
Time Table in Effect June 25, 1893.
ROYAL BLUE LINE
TO
PHILADELPHIA, BALTIMORE, AND WASHINGTON.
For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, 5:00, (Dining Car,) 6:00, 7:30, 8:45 P. M., 12:15 night. Sundays, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 3:30 (Dining Car) 6:00 P. M., 12:15 night.
For Baltimore and Washington, week days and Sundays, 9:00, 11:30 A. M., 1:30, 3:30, (Dining Car,) 5:00 P. M., 12:15 night.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 1:30, 4:00, 4:30 P. M. Sundays, 7:00 A. M., 1:00, 5:30 P. M.
For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 1:00, 4:30 P. M.
For Reading, 4:00, 8:45 A. M., 1:30, 4:00, 5:30, 7:30 P. M., 12:15 night. Sundays, 7:00 A. M., 5:30 P. M., 12:15 night.
For Harrisburg at 4:00, 8:45 A. M., 1:30, 4:00, 5:30 P. M., 12:15 night. Sundays, 5:30 P. M., 12:15 night.
For Pottsville at 4:00, 8:45, 11:45 A. M., 1:30, 4:00, 5:30 P. M. Sundays, 5:30 P. M.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:45 A. M., 1:30 P. M.
ALL-RAIL ROUTE.
For Long Branch, Ocean Grove, &c.
For Red Bank, Long Branch, and points south of Point Pleasant, 4:00, 8:30, 11:30 A. M., 1:00, 4:30, 5:15, 6:00 P. M.
For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:00, 8:30 A. M., 1:30, 3:30, 4:30 P. M.
For Monmouth Beach, Seabright, and Highland Beach, 8:30, 11:30 A. M., 1:00, 3:30, 4:30, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot Rector St.
For Atlantic Highlands, Highland Beach, Monmouth Beach, Seabright, Long Branch, and Ocean Grove, 9:30 A. M., 12:30, 4:30 P. M. Sundays, 9:30 A. M., 1:30 P. M.
For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 11:00 A. M., 3:30 P. M.
For Lakewood, Toms River, and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

ERIE LINES.
Through trains for Chicago and the West leave New-York, foot of Chambers St., daily, as follows, and five minutes earlier from West 23d St.:
10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake. Parlor car New-York to Buffalo and Niagara Falls. Through car to Chicago. Dining Car.
3:00 P. M.—Vestibuled Limited. Solid train to Chicago via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati.
6:30 P. M.—Solid train to Chicago via Niagara Falls.
8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Chicago, Cleveland, and Cincinnati.
Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 29 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences through to destination.

New-York and Boston All Rail.
N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.
Leave. By way of Due.
9:02 A. M.**Springfield and Worcester, 3:30 P. M.
10:00 A. M.**New-London and Providence, 5:30 P. M.
10:03 A. M.*Springfield and Worcester, 5:30 P. M.
11:00 A. M.*Shore Line and Providence, 5:00 P. M.
12:00 M. New-London and Providence, 6:30 P. M.
1:00 P. M.*Shore Line and Providence, 7:00 P. M.
3:00 P. M.*Hartford and N. Y. & N. E., 9:30 P. M.
3:00 P. M.*Shore Line and Providence, 9:00 P. M.
4:00 P. M.*Springfield and Worcester, 10:00 P. M.
4:00 P. M.*New-London and Providence, 10:00 P. M.
5:00 P. M.**Willimantic and N. Y. & N. E., 11:30 P. M.
11:00 P. M.*New-London and Providence, 6:45 A. M.
12:00 P. M.*Springfield and Worcester, 5:30 A. M.
*Runs daily, including Sunday.
**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.
†Arrival on Sunday twenty minutes later.
‡All parlor cars.
Return trains by same route.
Through parlor or sleeping cars on all trains.
C. T. HEMPSTEAD, Gen'l Pass. Agent.

WORLD'S FAIR WEEKLY EXCURSIONS $30.00.
Including Six Days' Hotel with Board.
H. GAZE & SONS, 113 B'way, N. Y. (Est. 1844.)
Official Ticket Agents for the Chief Trunk Lines.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."
NEW YORK CENTRAL
& HUDSON RIVER R. R.
DIRECT LINE TO NIAGARA FALLS
All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:
EMPIRE STATE EXPRESS.
8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.
CHICAGO FAST MAIL.
9:10 A. M.—Daily for Buffalo, Niagara Falls and Chicago. Wagner Service.
SARATOGA AND LAKE GEORGE SPECIAL.
9:20 A. M.—Except Sunday. Connects for Catskills, Green Mountains, and Montreal.
DAY EXPRESS.
10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.
WORLD'S FAIR SPECIAL.
1:00 P. M.—Daily. Due Chicago 1:45 P. M. next day. Wagner Service.
SOUTHWESTERN LIMITED.
1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis 7:30 P. M. No extra fare.
EXPOSITION FLYER, (LIMITED.)
GREAT 20-HOUR TRAIN TO CHICAGO.
FOR THROUGH PASSENGERS ONLY.
3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner Service.
ALBANY, TROY, & SARATOGA SPECIAL.
3:30 P. M.—Except Sunday. Wagner Drawing-room Cars.
NORTH SHORE LIMITED.
4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.
FAST WESTERN EXPRESS.
6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.
NORTHERN EXPRESS.
6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 5:08, Montreal 7:30 A. M.
ADIRONDACK & MONTREAL EXPRESS.
7:00 P. M.—Daily. For Saranac Lake, Lake Placid, Malone, and Montreal.
BUFFALO, NIAGARA FALLS, AND 1,000 ISLANDS SPECIAL.
7:30 P. M.—Daily. Due Clayton 5:45, Buffalo 7:30, Niagara Falls 8:50 A. M.
LIMITED FAST MAIL.
9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.
CHICAGO NIGHT EXPRESS.
9:15 P. M.—Daily for Chicago and Cape Vincent, (Thousand Islands.) Wagner Service.
PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.
Two through trains, with Drawing-room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M.
For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 338 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.
Above trains, except those leaving at 8:30, 9:10, 9:20 A. M., 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.
Westcott's Express calls for and checks baggage from hotels and residences through to destination.
JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Pass. Agent.

N. Y., ONTARIO & WESTERN R. R.
Excursion Tickets, New-York to Chicago and Return, $28.00.
SPECIAL COACH EXCURSION ON SATURDAY, SEPT. 9, AND WEDNESDAY, SEPT. 13, AT $17.00.
Through trains for Chicago and the World's Fair leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:
9:45 A. M. daily, via Niagara Falls. Through Pullman sleepers New-York to Chicago. Reclining-chair cars free to Niagara Falls. Arrives Detroit 1:45 P. M., Chicago 8:30 P. M., St. Louis 7:45 A. M.
7:15 P. M. daily, via Niagara Falls. Reclining-chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:32 A. M., St. Louis 8:00 P. M.
8:45 A. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Stony Ford, Middletown, Bloomingburgh, Wurtsboro, Summitville, Ellenville, Fallsburgh, Monticello, and Liberty.
9:15 A. M. (daily) for Middletown, Fallsburgh, Monticello, Liberty, White Lake, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego, and Niagara Falls.
1:45 P. M. (Saturdays only) for Campbell Hall, Middletown, Bloomingburgh, Summitville, Ellenville, Fallsburgh, Monticello, Liberty, White Lake, and Livingston Manor.
3:15 P. M. (except Sunday) Vestibule Limited for Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Campbell Hall, Middletown, Ellenville, Mountain Dale, Centreville, Fallsburgh, Monticello, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.
7:15 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego and Niagara Falls.
Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.
J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

WEST SHORE RAILROAD.
(N. Y. C. and H. R. R. R. Co., Lessee.)
Excursion Tickets to World's Fair, good for Ten Days, $17.00; also, Round Trip Tickets good until Nov. 15, $28.00.
Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:
[illegible]
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

DELAWARE, LACKAWANNA AND WESTERN R. R.
Stations in New-York foot of Barclay and Christopher Sts.
SHORTEST LINE, VESTIBULED TRAINS.
Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, SUMMIT, BERNARDSVILLE, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, POCONO MOUNTAINS, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, MONTROSE, BINGHAMTON, OXFORD, NORWICH, RICHFIELD SPRINGS, CORTLAND, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO and ALL POINTS WEST.
[illegible]
TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway.
WESTCOTT EXPRESS COMPANY will call for and check baggage to destination.

Baltimore & Ohio R. R.
Fast Express Trains to BALTIMORE, WASHINGTON, CINCINNATI, ST. LOUIS, and CHICAGO. PULLMAN CARS ON ALL TRAINS.
Leave New-York foot of Liberty St.
[illegible]
For Norfolk, Bay Line, 1:30 P. M., except Sunday.
344 Broadway, foot of Liberty St. New-York Transfer Co. will call for and check baggage from hotel or residence.